

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progress in grain business.

Vol. XXXVI. No. 9

Chicago, Ill., U. S. A., May 10, 1916.

PRICE \$1.50 PER YEAR  
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Denver Elevator Co., The, grain merchants.  
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Harrington Plumer Merc. Co., The, alfalfa hay.  
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McCabe Bros. Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
United Grain Co., grain commission.  
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### HASTINGS, NEBR.

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### HOUSTON, TEX.

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Rothschild & Co., Sigmund, domestics expt. grain.

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Central Grain Co., grain, feed, mill prdts.  
Gano Grain Co., grain merchants.  
Goffe & Carkener, receivers & shippers.  
Hayes Grain Co., John, receivers & shippers.  
Hinman-Yates Grain Co., The, grain & feed.  
Hugoton Elevtr. & Whse. Co., kafir, mlo maize.  
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Jennings Grain Co., C. D., consignments.  
Larabee Flour Mills Co., want mlg. wheat.  
McClure Grain Co., J. B., grain & seeds.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.  
Turon Mill & Elevtr. Co., recvrs. & shprs.  
Rock Mill & Elevtr. Co., wheat, corn, oats.  
Union Grain Co., mlg. wheat, kafir, mlo.

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Miller Grain Co., receivers grain and hay.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
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Star Elevator Co., grain merchants.

### INDIANAPOLIS—Continued.

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Roehen Grain Co., E. E., grain, flour, millfeed.\*  
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Smith-Vincent & Co., recvrs., shprs., expts.  
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Watkins Grain Co., commission merchants.

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Paul, J. M., grain broker.

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Fagg & Taylor, shprs. corn, oats, barley.  
Franke Grain Co., receivers and shippers.  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rialto Elevtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.

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#### Chamber of Commerce Members.

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Briggs Grain Co., grain merchants.  
Cargill Commission Co., grain commission.\*  
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Lewis & Co., Chas. E., consignments.  
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McCaull Dinsmore Co., consignments solicited.\*  
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Quinn Shepherdson Co., grain commission.\*  
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Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Holmquist Elevator Co., receivers and shippers.\*

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Merriman Commission Co., consignments.

Oline Grain Co., consignments.

Omaha Elevator Co., receivers, shippers.\*

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United Grain Co., grain commission.

Welsh Grain Co., grain, hay consignments.

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Tyng, Hall & Co., grain commission.\*

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Stites, A. Judson, grain and millfeed.

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Herb Bros. & Martin, grain and hay.\*

McCague, R. S., grain, hay.\*

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Walton Co., Samuel, grain and hay.\*

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Nanson Commission Co., grain commission.\*

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Marshall Hall Grain Co., exporters.

Norris Grain Co., The Exporters.\*

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Roth Grain Co., receivers and shippers.

Strong Grain & Coal Co., B., grain & coal.\*

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Williamson Grain Co., grain commission.\*

Woodside Smith Grain Co., receivers & shippers.

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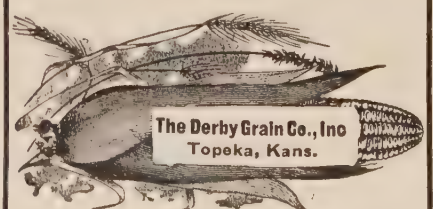
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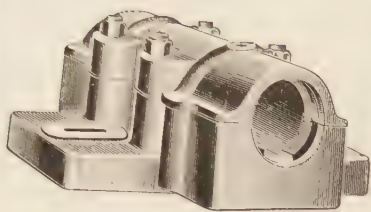
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It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

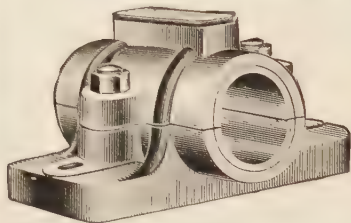
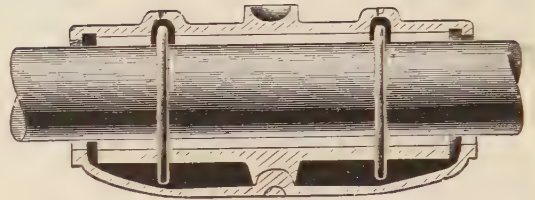
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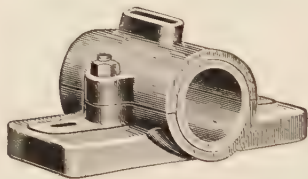




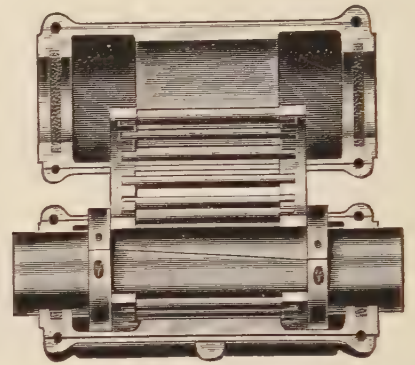
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Transmission De-  
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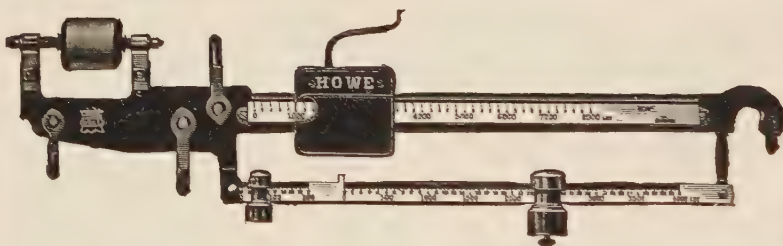


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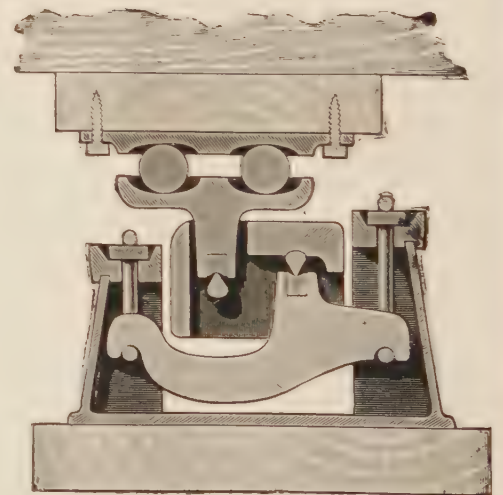
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# "HOWE"

## HOWE on a Scale

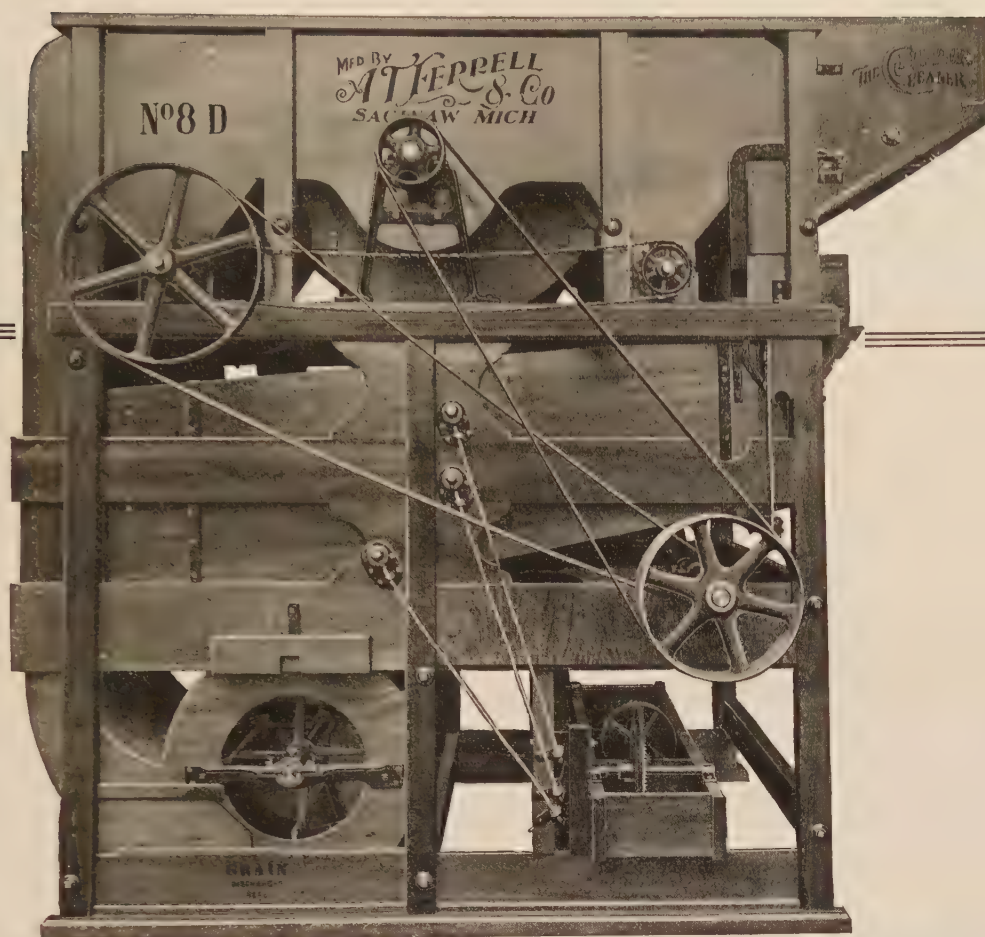
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life, satisfied customers,  
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The demand for a high grade grain cleaner with large capacity and capable of making close separations has induced us to design and place this machine on the market. We installed the first machine of this type two years ago and since that time have placed several more. After carefully testing them out under the closest observation and most severe tests, we feel gratified to be able to say that all of the machines installed to date are giving excellent satisfaction, both as to capacity and results.

This machine has our Roller Bearing Traveling Brushes—the most satisfactory traveling screen brush ever devised.

It is equipped with the Double Screen system; the wheat and oat screens are always in the machine. The grain is delivered onto the screen you wish to use by simply shifting a gate or valve, avoiding screen changes and saving time.

This machine is a combination of the Vertical Blast and Suction principles. It is equipped with two suction legs and one vertical blast causing a saving in power.

It is simple, durable, has large bearings and eccentrics, economical, has force feed hopper, hopper feed agitator. Considering the material used, fine workmanship, and excellent results secured, it is the most perfect grain cleaner on the market.

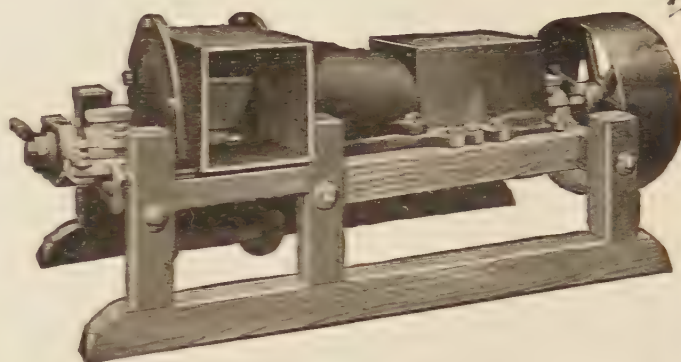
If you are after the extra premium of one to two cents per bushel for grain extra well cleaned, you will do well to consider this machine before purchasing. Also made in a slightly smaller size.

Write for circular giving full particulars, price and discount.

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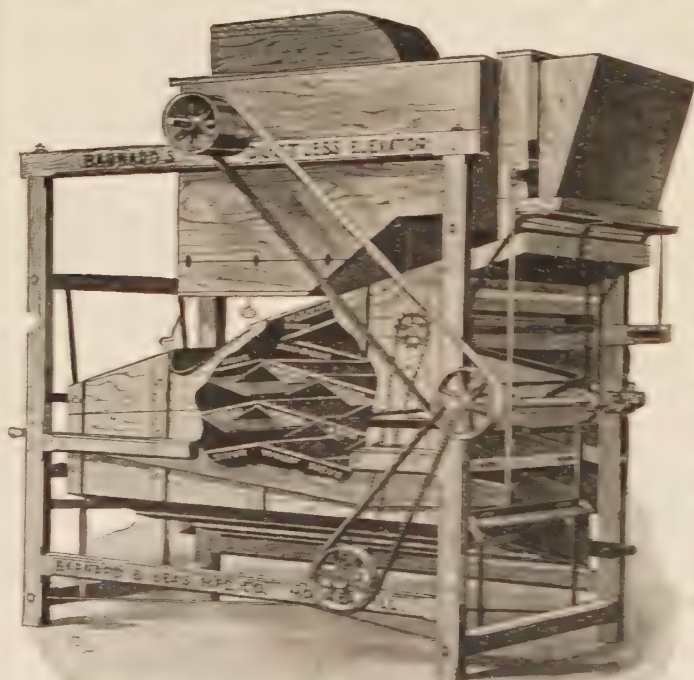


### Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

### Barnard's Dustless Elevator Separator

This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the great features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.



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MILL BUILDERS AND  
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This power from G-E motors and controllers meets every requirement of your machines—whether you wish quick or slow starting and braking, constant, variable or varying speed, etc., and this adaptation means more and better product.

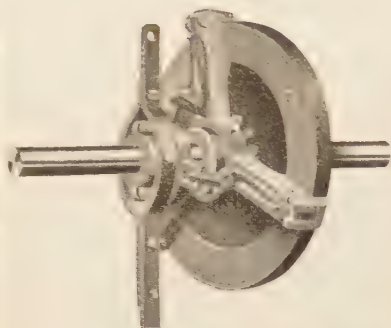
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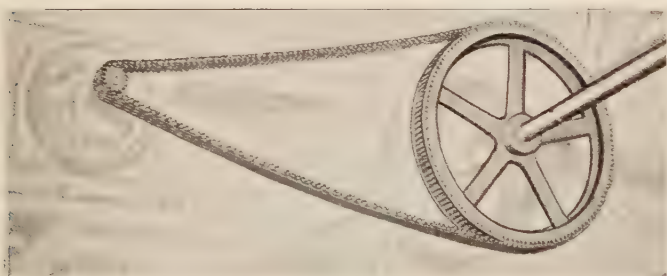


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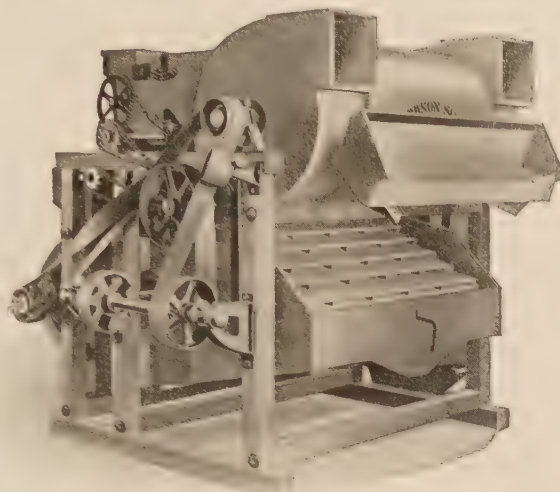
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This machine is designed for cleaning wheat, shelled corn, oats, barley, rice, and all small grains. It is also a most efficient separator and is superior to any separator of its kind on the market.

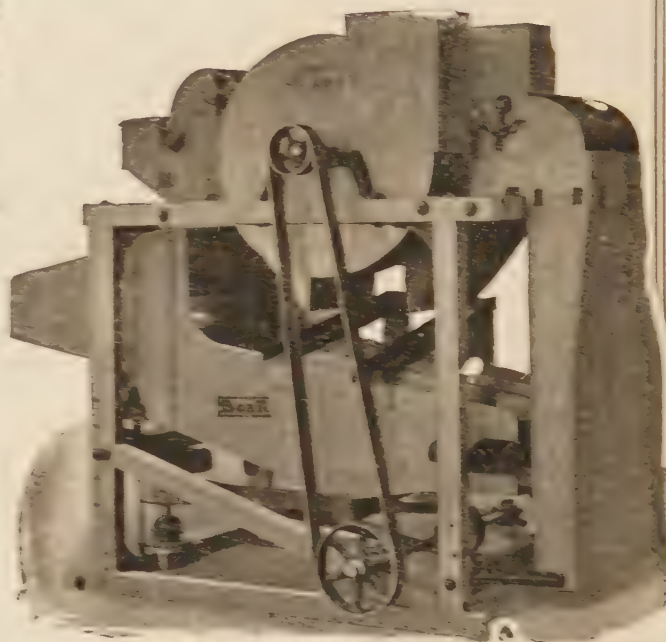
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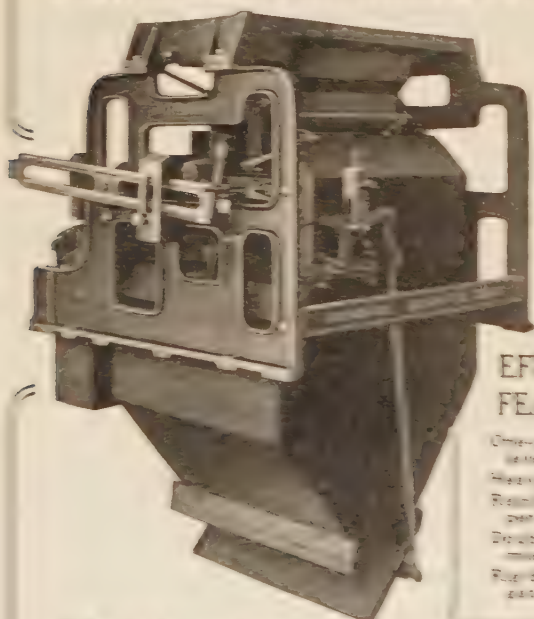
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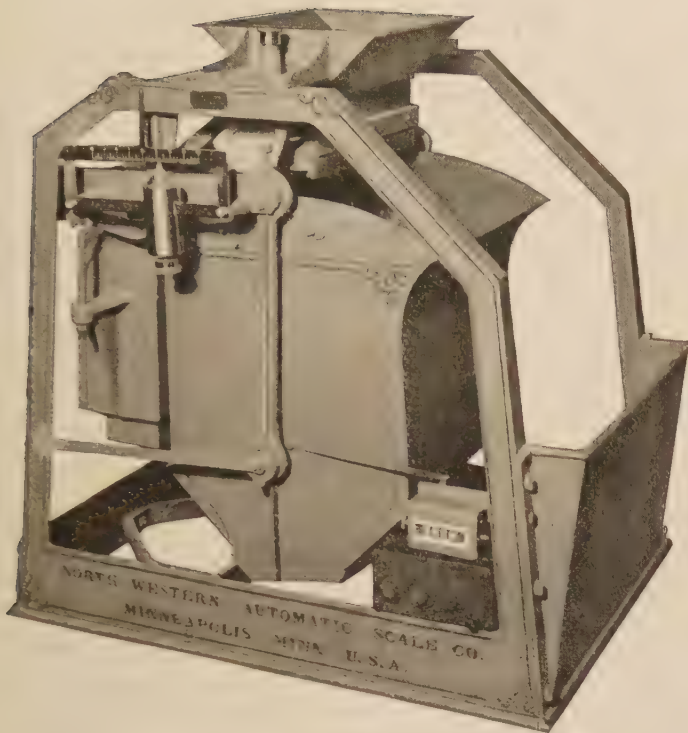
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The "Northwestern" Automatic Scale is saving money for the many users because of the above facts.

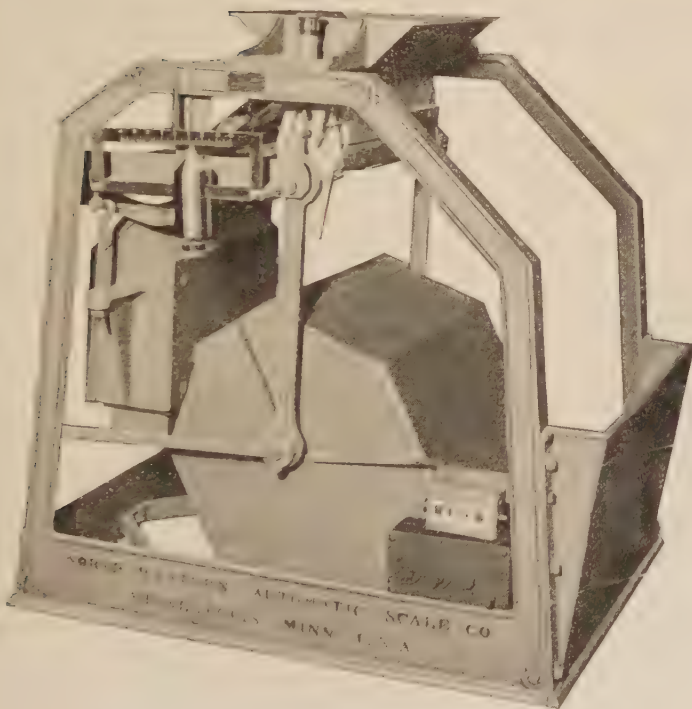
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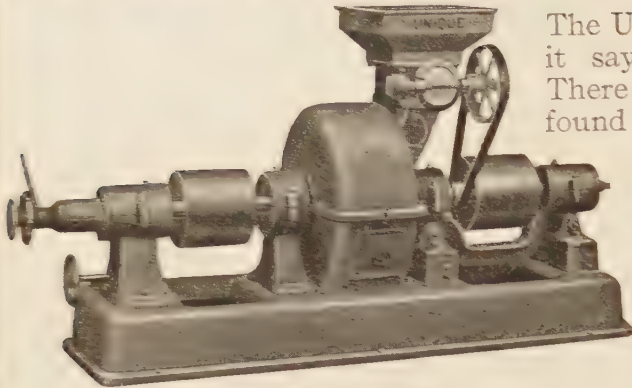
# NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg.

Minneapolis, Minn.



# SOMETHING DIFFERENT



The UNIQUE Ball Bearing Attrition Mill is what it says, "UNIQUE," different from any other. There are features on this Mill that cannot be found on any other. Those features are covered by our Patents.

One of these is our PATENT CURVED ARM RUNNERHEAD which has increased the capacity without the expenditure of any more Power.

There are others—get particulars by writing.

The Mill of Today

**ROBINSON MFG. CO.,**

Minneapolis, Minn.

Louisville, Ky.

E. Akron, Ohio

Main Office and Works: P.O. Box 411, MUNCY, PA.

Chicago Office: 624 Western Union Bldg., Chicago

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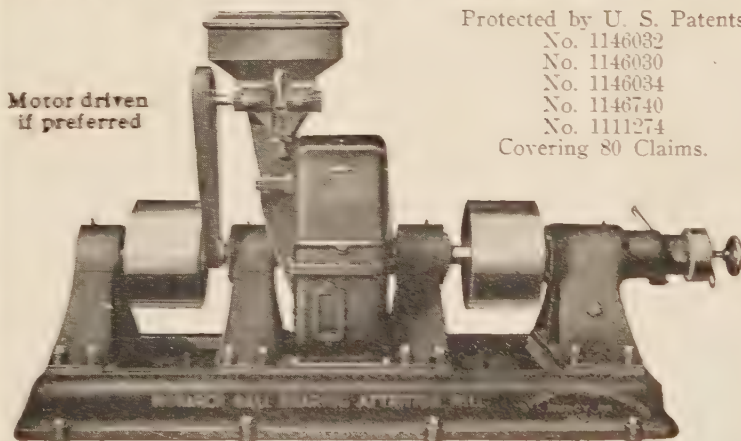
Salisbury, N. C.

## Efficiency Is the Backbone of Success

Nothing is efficient that is extravagant and nothing is more extravagant than the operation of machinery that is out-of-date and unsatisfactory.

Feed Milling Plants where economy is the watchword and profit the reward, are getting maximum efficiency from

## THE MONARCH BALL BEARING ATTRITION MILL



Motor driven  
if preferred

Protected by U. S. Patents

No. 1146032

No. 1146030

No. 1146034

No. 1146740

No. 1111274

Covering 80 Claims.

With the installation of this combination of mechanical and economical efficiency, you are guaranteed a saving of from 25 to 50% in power and 95% in lubricant; clean floors, cool bearing and an always uniform, high grade product with a minimum amount of attention.

The Monarch is the Original Ball Bearing Attrition Mill, a satisfactory, test proven and guaranteed feed grinder; non-trammable and non-expensive in maintenance, imitated but never approached in efficiency or construction; with six years of success behind it and many more to come.

Write for Catalog D-No. 115

**Sprout, Waldron & Co.**

Milling Engineers

Main Office and Works:

Chicago Office:

No. 9 S. Clinton Street

MUNCY, PA.

P. O. Box No. 26

Don't Buy an Imitation

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

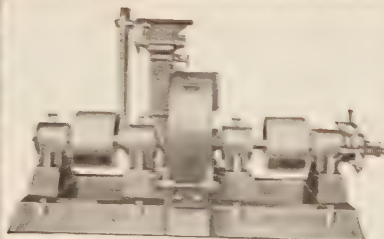
The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street

CHICAGO, ILL.

THE SCIENTIFIC



**SCIENTIFIC  
Ball Bearing  
Attrition Mills**

Every dollar saved in operating cost means an added profit. For conscientious service, with all reports, call, depend on the "Scientific."

THE BAUER BROS. CO.

Formerly The Foss Mfg. Co.

506 Bauer Bldg.

Springfield Ohio

THE SCIENTIFIC





# SAVE MONEY

by making your grain pits dry.

Wet grain pits are costing elevator owners thousands of dollars each year. They can stop this loss—every bit of it—and can make their grain pits dust-dry year in, year out—by coating them with

## No. 826—ANTI-AQUA

Now is the time to fix those grain pits—while your grain is low—before you fill up again. It is easy to apply ANTI-AQUA, and the expense is small. Send for full information and costs.

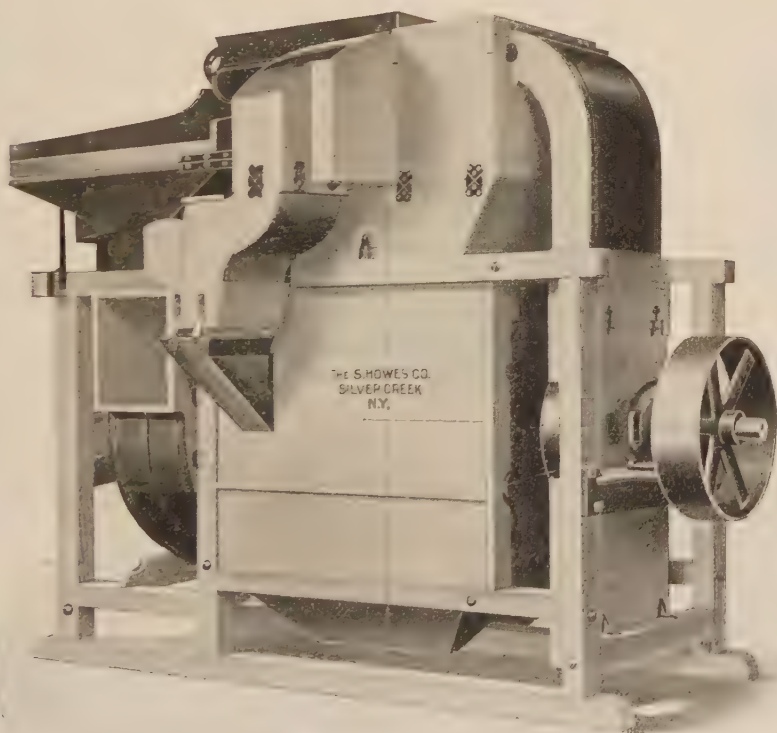
"Superior Graphite" Paint and Superior Elevator Red are protecting hundreds of grain elevators. Send for booklets, color cards and costs.

Write today—before you forget.

**DETROIT GRAPHITE COMPANY**  
PAINT AND COLOR MAKERS

Dept. 501

DETROIT, MICHIGAN



"Eureka" Oat Clipper  
with ball bearings, self-balancing shoe  
and die-cast clipping case

## JUST SOLD

one of these 1500-bushel

### EUREKA OAT CLIPPERS

to the Ralston-Purina Co., for  
its Buffalo, N. Y., plant.

Another instance of where a  
buyer preferred quality  
rather than low price.

Wherever you see this emblem



you will find an oat clipper  
that is giving continuous sat-  
isfaction. Let it be a reminder  
for you to investigate

The "Eureka"

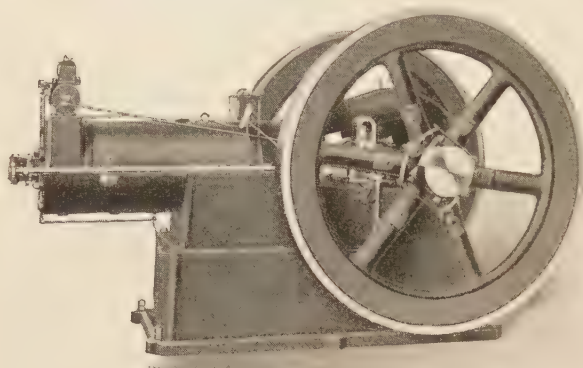
Made by

**THE S. HOWES COMPANY**  
SILVER CREEK, N. Y.



# Lauson Quality Keeps Your Engine on the Job

Lauson Quality is based on our 25 years' experience in manufacturing gasoline and kerosene engines and our knowledge that "delays" mean unnecessary expense to the engine owner.



The cost of a part may be insignificant but the cost of interrupted service to your trade is often prohibitive. Delays mean an excessive cost that must be added to the first cost of any engine. That is why most engines are expensive at any price, compared to a Lauson.

**No Torch, No Batteries, Easy to Start and Operate**

**Lauson Kerosene Engines start and carry full load instant y. No delays in giving your customers prompt service any time of the day.**

Lauson Engines are built to give economical service year in and year out. You will find more drop forged parts in Lauson Engine construction than in any other engine offered you.

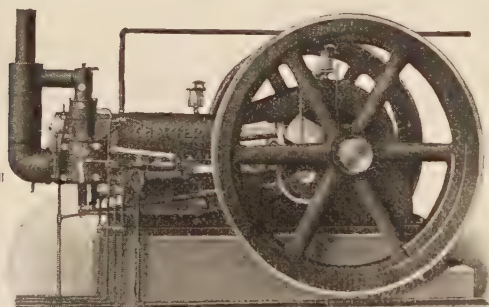
Built in sizes from 1½ H. P. to 100 H. P. Operate on Gasoline, Kerosene or Distillate.

Write for large catalog No. 18F—it describes Lauson construction fully.

## THE JOHN LAUSON MFG. COMPANY

New Holstein

Wisconsin



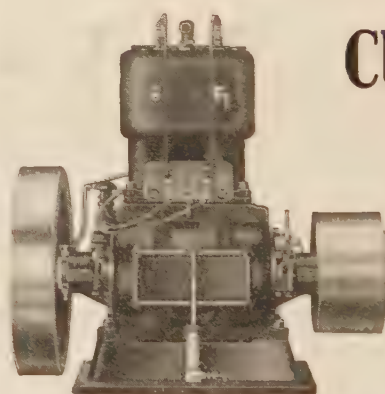
### Save 50% to 75% on Power Development

If you are operating your elevator with an engine that uses an endless amount of fuel, do away with it, and install an engine that will give you more power at a much lower cost for operation. The CHARTER will run on the lower grades of fuel and will stand up under the most severe strains. You will want to put your house in shape to take care of the big crops promised for this year; these improvements will not be complete unless they include the CHARTER—the engine that delivers the most power for the smallest amount of money—the engine you will eventually buy.

8 to 160 H. P.

CATALOGS UPON REQUEST

**CHARTER GAS ENGINE COMPANY**  
60-80 Wallace St. STERLING, ILL.



15 h. p. 2 cylinder Cushman

## CUSHMAN

**15 H. P.**

**Weights only 780 lbs.**

This is an ideal engine for electric lighting service, running steadily enough to furnish electric lights for small towns at night if desired. Bore 5 inches, stroke 6 inches. Speed varies from 400 to 800 R. P. M. Equipped with Friction Clutch Pulley and Schebler Carburetor. Cooled by direct driven pump.

The 4 H. P. Cushman is the Original and Successful Binder Engine, saves the team on the binder and in wet harvests saves the crop.

Engine Book Free.

### Cushman Motor Works

910 N. 21st St.  
Lincoln, Neb.



4 h. p. Cushman on Binder. Weights only 190 lbs.



# FULLER & JOHNSON KEROSENE SPECIAL ELEVATOR ENGINE

## SERVICE

Gentlemen: Echo, Minnesota

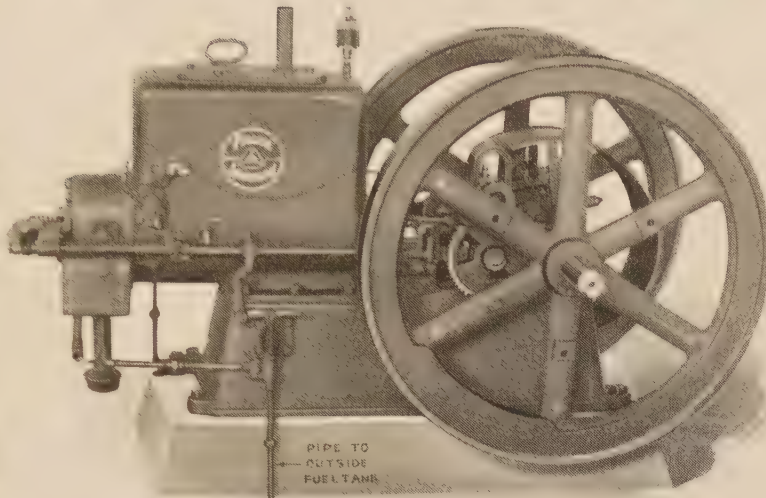
The Fuller & Johnson Kerosene Engine which we installed in our coarse grain elevator last summer has "delivered the goods." After a hard day's run shelling corn from 7:00 A. M. to 10:00 P. M. without a stop, the engine remained cool and worked as good at the end of the day's run as at the beginning.

Yours truly,  
ECHO MILLING CO

Gentlemen: Winnebago, Neb

We installed an S. H. P. Fuller & Johnson Kerosene Engine in our elevator and can say that it has given the best satisfaction of any engine so far that we ever had anything to do with. We once ran it 60 hours without stopping.

Yours respectfully,  
WILSEY GRAIN CO  
J. E. Moore, Agt.



## ECONOMY

Gentlemen: Ormsby, Minn.

We installed in our elevator a 10 H. P. Fuller & Johnson Kerosene Engine, and we are more than pleased with it. It saved over \$100.00 on fuel the first 12 months and we elevated over 300,000 bushels of grain twice and a lot of it three times. The total amount of oil used was \$77.93. We find that the saving in fuel in three years will pay for the engine. From our experience with several other engines we consider the Fuller & Johnson the best on the market.

Yours very truly,  
ORMSBY FARMERS GRAIN CO.  
Olaus Syverson, Mgr.

Reduce Your Elevator Operating Costs  
Our Free Booklet Gives Full Details

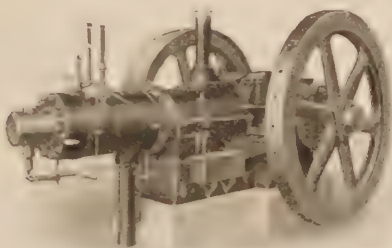
## FULLER & JOHNSON MFG. CO.

MADISON, WISC.

Established 1840

Branches { Minneapolis  
Omaha

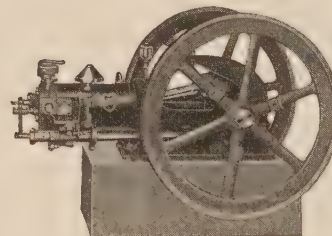
## Money Making Muncie Crude and Fuel Oil Engine



Named by its economy.  
Uses less than  $\frac{3}{4}$  pint of CHEAPEST  
FUEL PER H. P. HOUR.  
Regulation as close as steam.  
Quickly started.  
Easily operated.  
Simple.  
In use in most up to date Mills and  
Elevators.  
Sizes 10 to 100 H. P.

Write to-day for full information and prices.

**Muncie Oil Engine Company**  
516 JACKSON ST. MUNCIE, INDIANA



## Slow Speed vs. High Speed

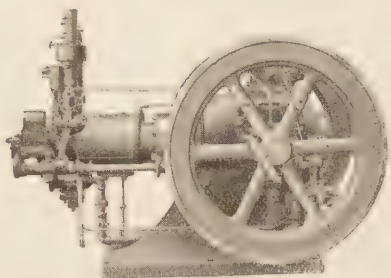
OTTOS are *heavy*—they have *enough* material in them to *assure* the proper strength.

OTTOS are slow-speed, year-in-year-out engines. They are designed for heavy duty (speaking relatively, of course). They don't get the *racking* of equally *horsepowered* engines that have to run fast to develop their rated power.

Drop a line for more information to  
The Otto Gas Engine Works, 15 and 17  
South Clinton Street, Chicago.

**OTTO** Gasoline and Gas **ENGINES**





## Mogul and Titan Kerosene Engines

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

**International Harvester Company of America**

(Incorporated)

**21 Harvester Building**

**Chicago, U. S. A.**

## Mr. Gas Engine User

Why Not

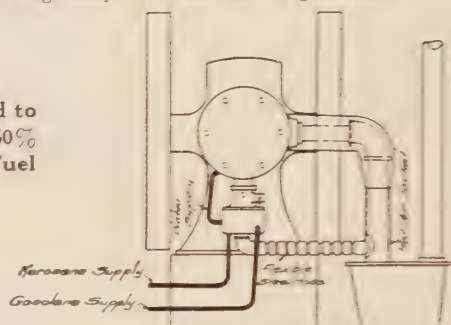
## ECONOMIZE

On your fuel bill? You can do this by installing an

## American Kerosene Carburetor

and doing away with the use of gasoline.

Guaranteed to  
Save You 50%  
of Your Fuel  
Bill.



You do not have to make any change in your equipment, only to attach your kerosene carburetor and go ahead.

This carburetor can be used on tractors, etc., in fact any place where a gasoline engine is in use, and will cut your fuel bill at least 50%, as well as prolong the life of your engine, as kerosene is a lubricant and will reduce your friction load, while gasoline is not.

Will furnish sworn testimonials on request; write us for them, also descriptive circular. All Carburetors guaranteed.

**THE AMERICAN CARBURETOR COMPANY**

**FRANKFORT, INDIANA**

Do your first separation **WITHOUT POWER**—on the

### Invincible Needle Screen Gravity Separator

Separates your wheat, oats, barley, etc., according to size better than any other machine made—and makes cleaning simple and easy.

Guard against imperfect imitation—it is to your own interest to get all the exclusive features of this Invincible.

Write for full details.

**Invincible Grain Cleaner Co.**

Dept. 4

Silver Creek

New York

C. & N. W. R. R. have specified a battery of these machines for their new elevators in both Chicago and Milwaukee.

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For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.



## GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

**OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.**

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.



## 10 Cents Runs Engine 8 Hours.

1410. Our twelve H.P. WITTE engine is a truly satisfactory and very economical for it costs but 10 cents to run for 8 hours. It has been running for 1000 hours. —R. SUTHER & SONS, BUTLER, Mo. 1712 E. 6th St., Kansas City, Mo.

## Elevator Company Uses Six.

1410. We have six WITTE engines for about seven years. We have six of them in our different elevators. They have always done perfect work. —R. H. DRENNAN GRAIN CO., Oklahoma City, Okla.

## From An Idaho Grain Co.

1382. We are well pleased with the engine horse WITTE engine. It has been running for 1000 hours. —MERRILL GRAIN CO., Boise, Idaho.

## Good Elevator Service.

1410. In my elevator company I have a 10 H.P. WITTE engine. It has been running for 1000 hours. —W. W. KASL, Kansas City, Mo.

## An Old Elevator User.

1414. For eleven years we have been using a WITTE engine in our elevator. We have used both WITTE and other engines but find the WITTE engine to be the best. —HARRY ELEVATOR CO., Valley Falls, Mo.

## After 18 Years' Trial Buys Another.

1410. The elevator company that has been using a WITTE engine for 18 years has just bought another. It has been running for 1000 hours. —WITTE ENGINE WORKS, Kansas City, Mo.

## Satisfactory in Mill.

1418. The WITTE engine is giving service that has been satisfactory in our mill. It has been running for 1000 hours. —M. KINNEY & SONS, Rolla, Mo.

## Eight Years in Elevator.

1410. In this mill we are using a WITTE engine. It has been running for 8 years. —WITTE ENGINE WORKS, Kansas City, Mo.

## Well Pleased With Kerosene Engine.

1410. I am well pleased with my 10 H.P. WITTE engine. It has been running for 1000 hours. —SAM HUMMEL, Dallas, Ark.

## First Class in Elevator.

1410. Our engine is doing first class work. We are well pleased with it. —R. H. WITTE, Kansas City, Mo.

## Easily Starts 16 H.P.

1411. No one could have gotten such a WITTE engine. It has been running for 1000 hours. —WITTE ENGINE WORKS, Kansas City, Mo.

## Runs at 15 Below Zero.

1410. The engine of the elevator runs at 15 below zero. It has been running for 1000 hours. —WITTE ENGINE WORKS, Kansas City, Mo.

## WITTE Stops Troubles.

1410. The engine of the elevator stops troubles. It has been running for 1000 hours. —WITTE ENGINE WORKS, Kansas City, Mo.

## Custom Mill Work.

1410. My engine does custom mill work. It has been running for 1000 hours. —W. L. HANFMAN, Cahoon, Mo.

## Uses Less Kerosene Than Gasoline.

1410. My engine uses less kerosene than gasoline. It has been running for 1000 hours. —P. A. KIZER, St. George, S. C.



ED. H. WITTE

# WITTE PRICES GO DOWN AGAIN!

2 H-P, \$29.95; 3 H-P, \$47.85;  
4 H-P, \$64.75; 6 H-P, \$89.90;  
8 H-P, \$129.80.

Write for Prices on 12, 16, and 22 H-P.

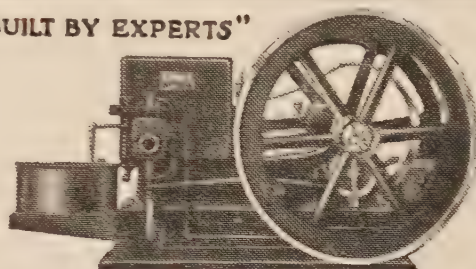
## Here is the Reason

# Read!

—and write for  
90-Day Trial Offer on  
any Size Engine: 2, 3,  
4, 6, 8, 12, 16 or 22 H-P.

Before you buy any engine  
at any price get our complete  
price list on all styles  
—Kerosene, Distillate, Gas,  
Naphtha, Etc.

"BUILT BY EXPERTS"



**WESTERN UNION  
TELEGRAM**

RECEIVED AT N. E. BUREAU, 1 N. E. COR. 10th AND MAIN STS., KANSAS CITY, MO.

CHICAGO, ILLINOIS

WITTE ENGINE WORKS, KANSAS CITY, MISSOURI

DEAR SIR: I have just received your letter of the 10th inst. regarding the 10 H.P. engine. I am sorry to hear that you are having trouble with it. I will send you a new one at once. I am sure it will give you the best service. I am, Sir, very respectfully,  
Yours truly,  
ED. H. WITTE

**WITTE ENGINE WORKS**

3379 Oakland Avenue, KANSAS CITY, MO.  
379 Empire Building, PITTSBURGH, PA.

Read the Advertising pages.  
They contain many stories of interest.  
The Grain Dealers Journal presents only reputable concerns.

## ACME ENGINE CO.

LANSING, MICH.

Before you install an engine, consider the simplicity of the Acme. Write  
**WILLIAMS HARDWARE CO.**  
MINNEAPOLIS, MINN.

You Ought  
To Know

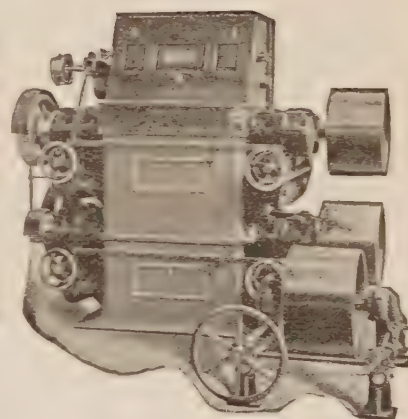
## WOLF FEED ROLLER MILLS



There's something about  
Wolf Feed Roller Mills  
that wins the heartiest  
approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.



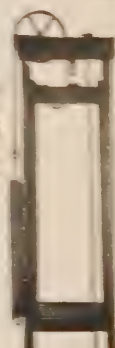
EVERY time you boost the JOURNAL you encourage and help us to make it better.



**Hastings, Nebr.**

## MINNESOTA

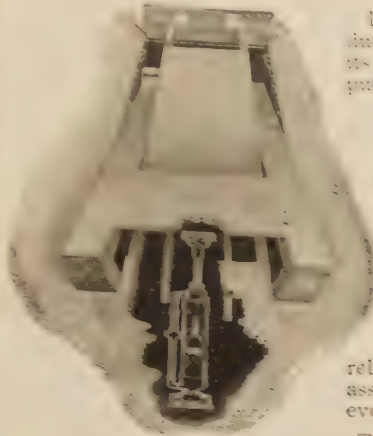
Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**  
Form 385 Record of Car Loads Shipped }  
**GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago**





## The Automatic Dump Controller

has been on the market since May 5th, 1908. Its steady increase in the number of sales each year is proof of the satisfaction it has given the many users throughout the Grain Sections of the United States and Canada.



Its simple design and durable construction and its requiring no attention put it in the lead for controlling dumps. It is so constructed that it can be attached to a rail, platform or dump-on scales.

Its location in connection with the dump does not affect the storage in the Grain Sunk.

Its being Automatic relieves the Operator and assures the control of every wagon dump.

There are over FIFTEEN HUNDRED of these controllers in use. We guarantee every machine shipped to give satisfaction.

LET US SHIP YOU ONE ON TRIAL TODAY

**L. J. McMILLIN**

523 Board of Trade Bldg.

INDIANAPOLIS, INDIANA

## Building Grain Elevators

Does the CHEAPEST Grain Elevator give the BIGGEST per cent of profit and satisfaction?

What does a few hundred dollars amount to when comparing a good and bad plant?

The difference in cost in good material and poor material is a small item.

Labor expense on good material is Cheapest.

Labor expense on first class machinery is the Cheapest

A little additional time in designing does not add to the expense.

The difference between good workmanship and poor workmanship is offset by appearance.

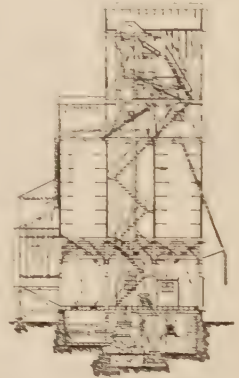
OPERATION, DURABILITY and, most of all, SATISFACTION will soon reward the owner for the difference in expense.

Why Not Build Something You Will Be Proud Of?

**L. J. McMILLIN**

523 Board of Trade Bldg.

INDIANAPOLIS, INDIANA



## The LORENZEN

Automatic Grain Distributor

You experience no choke-up when this Distributor is used. It shuts off the grain in the chute automatically when the bin is filled. It can be shifted past any number of bins while the grain is being received. Guaranteed to prevent the slightest moving of grain. Most chutes in different bins are made suitable for any size grain.



Write for circular.

**THOS. C. LORENZEN**

Inventor and Patentee

UPLAND - NEBRASKA

Tell us what you need for your Grain Elevator and we'll tell you where to get it.

**Grain Dealers Journal**

315 So. La Salle St., Chicago

## The Emerson Oats from Wheat Tester

We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

Farmers prefer selling where shrinkage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Please the farmer as he sees the shrinkage is on the square.

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**W. H. EMERSON & SONS**

Campbell St. and M. C. R. R.

DETROIT, MICH.



## CERTIFICATE OF WEIGHT

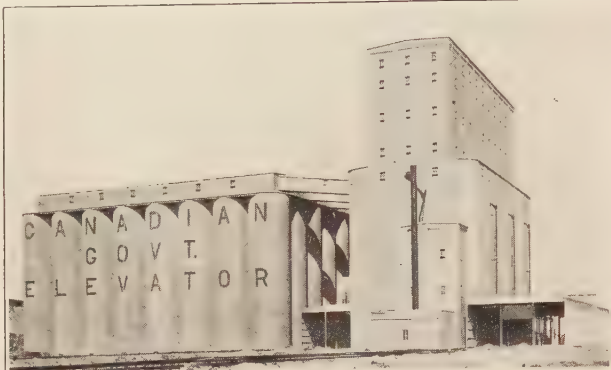
FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Witness. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8 1/2 x 4 1/2 inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.



## GRAIN ELEVATOR BUILDERS



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity.  
Recently Completed.

**WE BUILD REINFORCED CON-  
CRETE STRUCTURES OF ALL TYPES**

**Grain Elevators, Mills and Indus-  
trial Plants a Specialty**

Our Engineering Department is ready to solve  
your problems and furnish preliminary estimates

**JANSE BROS., BOOMER, CRAIN & HOWE**  
**GENERAL CONTRACTORS**

717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta



### Permanency in Steel

If you are planning on building a new elevator or adding to your old one look up steel construction. It is fire and water proof and will give you good service for an endless number of years. Let us figure with you on your contract. Send for our book on fire proof elevators.

**WHITE STAR CO.**  
Wichita, Kansas

### Grain Elevators

of any size and any type

**Designed and Built for**



**Safety,  
Economy,  
Utility**

**THE  
3 AMERICAS  
CO.**

**Builders of  
Better  
Elevators**

**122  
S. Michigan Av.  
CHICAGO**



### Can We Build Elevators Right?

Don't ask us, ask the people for whom  
we have built.

Our success is the result of being able to  
give others what they want for the  
least cost.

That's the sum and substance of the  
whole thing. It's why we have built so  
many elevators throughout the country.

If you are contemplating the rebuilding  
of your old house or the erection of a  
new one, we would be pleased to figure  
on the work. For the class of work we  
do our figures are the lowest. The best  
work is the cheapest.

Write us today before the matter has  
slipped your mind.

**NEWELL CONSTRUCTION CO.**

**430-432 GRANBY BUILDING  
Cedar Rapids - Iowa**





*Perfection Annex Storage. Spaulding Elevator Co., Warren, Minn. 28,000 Bushels Capacity. Four Perfection Metal Tanks, with Steel Belt Gallery. Additional Tanks arranged to be tied in as desired. Completely fireproofed. T. E. Ibberson, Minneapolis, Minn., Builder.*

## Perfection Fire Proof Annex Storage

### Relief for Congested Elevators

Does your Elevator suffer from Congested Bins? Does your big bulk grade of grain fill two-thirds or a half of your bins, while your house lacks working capacity?

Then your business suffers. Your house is no longer up to its efficiency. You have continually to turn grain back and forth through the house just to make room for handling it.

Just figure up for yourself what it costs you to rehandle grain in this way—figure the wasted time and money. Then see how easily—how quickly and economically you can tie in Perfection Metal Fire Proof Storage that will relieve your crowded house and double its working capacity.

If you are figuring on a new house—learn today how economical, secure and satisfactory Perfection Metal Fire Proof Elevators are!

### For You, Mr. Flour Miller

You, Mr. Flour Miller, are robbing yourself of profits that you should keep in your pocket!

**Profitable** Flour Milling means continuous, uninterrupted operation. Without sufficient storage, your Mill is forced to be idle when it should be running—turning grain into Dollars for you.

“Any old sort of storage” won’t do for you. Dirty, musty bins mean poor flour. They mean dissatisfied trade—complaints—loss of business.

Re-cleaning costs money. Re-handling is expensive

Be sure of clean, dry grain in perfect milling condition. Keep it safe from fire—and from rats.

Be sure of sufficient storage—be sure it is safe and secure.

Quickly, economically—without shut-down, delay or expensive alteration—you can have Perfection Fire Proof Storage in clean, sweet Metal Bins.

**GET THIS BOOK NOW!** “Fire Proof Storage In Perfection Metal Bins.” Learn just **how** Perfection Metal Fire Proof Storage and Elevators are economically and quickly built—how Standardized Construction reduces cost—how Insurance Rates are lowered—hazard eliminated—your profits increased.

**SEND TODAY! Write Our Nearest Builder**

T. E. Ibberson, Minneapolis  
George H. Birchard, Lincoln, Neb.  
Hagerty Bros. Co., Peoria

White Star Co., Wichita  
Reliance Construction Co., Indianapolis  
Midget Marvel Mill Const. Co., Salt Lake City

**Perfection Metal Products Co.**  
**Topeka, Kansas**



## GRAIN ELEVATOR BUILDERS

**Quality Is Remembered Long After Cost Is Forgotten**

**Grain Elevators and Storage Tanks**

**Wood or Fireproof Construction**

**YOUNGLOVE CONSTRUCTION CO.**

412 United Bank Building, Sioux City, Iowa

NOTE—Don't fail to read article on BETTER ELEVATORS on page 730 of this issue

**SAATHOFF & AMACHER**

BUILDERS OF

**GRAIN ELEVATORS**

*Write us for plans and estimates*

PONTIAC

ILLINOIS

**D. F. HOAG & CO.**

Designers and Constructors of

**GRAIN ELEVATORS**

202-4 Corn Exchange, Minneapolis

Wire or Write

**Western Construction Co.**

We build all kinds of

**GRAIN ELEVATORS  
AND WAREHOUSES**

Figuring with us is money to you.

**Machinery and Supplies**

S. L. HADEN, Mgr.

WICHITA,

KANSAS

**You Can Make**

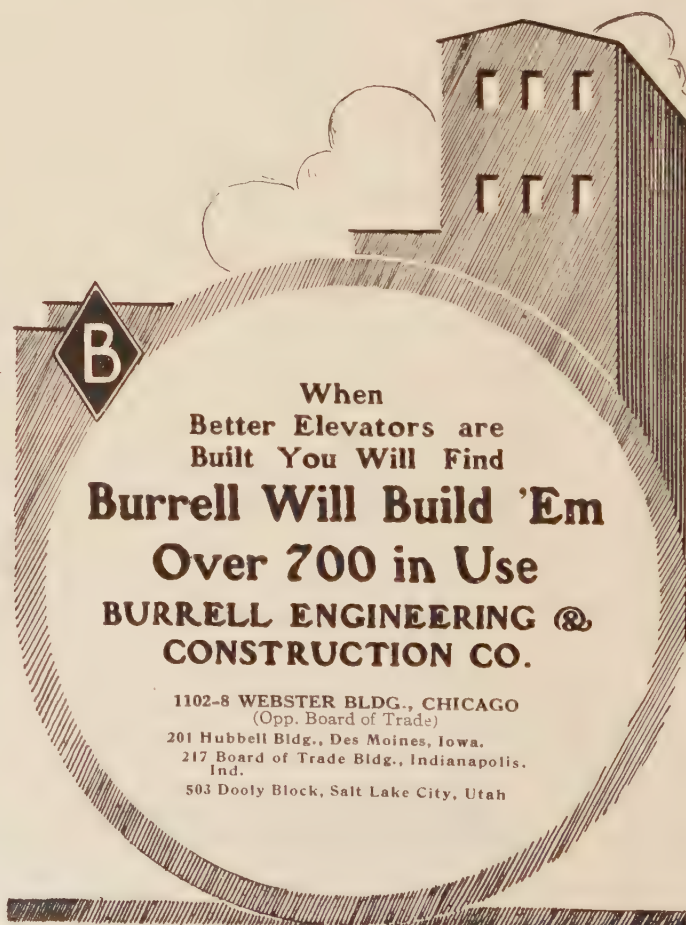
the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## Individuality In Construction Proves Adaptability

When you see an elevator that is altogether different from any you have seen before, you know that it was built that way for a purpose. It was built that way to supply the needs of that particular owner; it is adapted to his business. That is one of the characteristic phases of a RELIANCE built elevator—we build elevators as you want them, each one is an individual success. We guarantee them to do the work for which they were designed. Our Service does not end when we deliver the elevator to its owner. We keep in touch with it to see that everything is as it should be. Let us know what you need and we will gladly submit plans and estimates. Either new or remodeling.

**Reliance Construction Co.**

Board of Trade, Indianapolis, Ind.



**When  
Better Elevators are  
Built You Will Find  
Burrell Will Build 'Em  
Over 700 in Use  
BURRELL ENGINEERING &  
CONSTRUCTION CO.**

1102-8 WEBSTER BLDG., CHICAGO  
(Opp. Board of Trade)  
201 Hubbell Bldg., Des Moines, Iowa.  
217 Board of Trade Bldg., Indianapolis,  
Ind.  
503 Dooly Block, Salt Lake City, Utah



## GRAIN ELEVATOR BUILDERS

**B. J. CARRICO**  
1501 Commerce St., Ft. Worth, Texas  
Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills

**C. E. BIRD & CO.**  
Grain Elevator Builders  
Minneapolis, Minn.

**FRANK KAUCHER & SON**  
Contractors Mills and Elevators  
Wood and Concrete  
ST. JOSEPH MISSOURI

**BETTER ELEVATORS**  
ARE Being Built and  
W. H. CRAMER is Building them  
NORTH PLATTE, NEB.



### Superior Construction

of grain elevators does not mean that the outside should be painted pretty, or hard wood, polished floors on the inside. But it does mean the building of an elevator that will stand the wear and tear of years and be a continual source of profit to its owner; so arranged to afford easy access to all parts.

We specialize in the superior construction of grain elevators. If you want your old plant overhauled or a new one built you will do well to get in touch with us before letting the job.

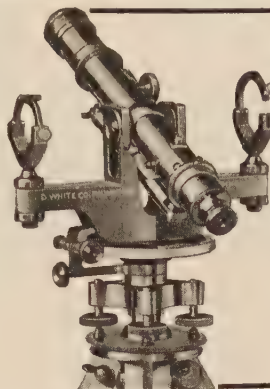
**Geo. H. Birchard**  
Builder of Superior Elevators  
LINCOLN, NEB.

**To BUY or SELL**  
**RENT or LEASE**  
**an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

**LET**  
the advertiser  
in on the secret and tell  
him you saw  
it in the

**Grain  
Dealers  
Journal**



*White's Improved*  
**CONVERTIBLE LEVEL**  
No. 2020

is a big improvement over the ordinary convertible level. Standards are cast integral with cross-bar, which not only saves time in converting level to transit but cuts out error-ridden method of attaching and detaching standards by means of set-screws. Most compact, accurate and durable convertible level on the market today. Write for further facts, price, etc., now, and get posted on this up-to-date instrument for up-to-date contractors.

**DAVID WHITE CO. (Inc.)**  
417 East Water Street  
MILWAUKEE, WIS.

W. S. MOORE  
252 S. Col. Street  
Frankfort  
Ind.

**EFFICIENT ERECTING CO.**

GEO. H. CRAIG  
335 Normal Park  
Way, Englewood  
Chicago, Ill.

Grain Elevators, Mill Work

Let Us Make Your Plans

WE GIVE 100% SERVICE ON ALL OUR WORK—A TRIAL WILL PROVE IT.

**R. M. Van Ness Construction Company**  
404-406 State Bank Bldg., Omaha, Neb. ☎  
Designers and Builders of  
**MODERN GRAIN ELEVATORS**  
Plans Submitted Correspondence Solicited

**A. F. ROBERTS**  
ELEVATORS  
ERECTS CORN MILLS  
WAREHOUSES  
FURNISHES PLANS  
ESTIMATES  
MACHINERY  
SABETHA, KANSAS

### It's Not the Dollar Sign

It's Shellabarger's celebrated flour brand, electrically lighted and visible at night for miles around.



But the dollar sign is not inappropriate for any milling concern possessing wheat handling and storage facilities like the house upon which the sign is anchored. How about the facilities at your plant? Perhaps we can suggest improvements that will cost less than you expect; just as we did before we built for the Shellabarger Mill & Elevator Co., at Salina, Kansas, this modern 600,000 bu. elevator with a handling capacity of 8,000 bus. per hour.

**Lehrack Contracting & Engineering Company**  
Suite 725 Gloyd Building, Kansas City, Missouri

**WHEN YOU BUY—BUY RIGHT.**  
**OUR ADVERTISERS OFFER THE BEST.**



## GRAIN ELEVATOR BUILDERS

## WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

## WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof  
MILLS AND ELEVATORS



## THE TOLTZ ENGINEERING COMPANY

PLANS—SPECIFICATIONS—SUPERINTENDENCE

For

## Modern Fire-proof Grain Elevators

The building of the elevator shown is the last word in Elevator Construction.

*Each part designed by a Specialist.*

MAX TOLTZ, Mechanical Engr. Pres.

W. E. KING, Structural Engr., Treas.

CHAS. CLAPPER, Electrical Engr.

*The combined experience of these men we extend to you.*

1410 Pioneer Bldg.

ST. PAUL, MINN.



Western Maryland Ry. Elevator,  
1,000,000 bu. cap. Baltimore, Md.

THE  
**STEPHENS**  
Engineering Company

Designers and Builders

## GRAIN ELEVATORS

Monadnock Bldg., Chicago

## MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

## GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

HICKOK CONSTRUCTION CO. for **ELEVATORS** Fireproof  
Contracting Engineers Storage  
MINNEAPOLIS, MINNESOTA

**ELEVATOR  
CONSTRUCTION  
SPECIALIST  
SINCE  
1881**

**"HAVE IBBERSON BUILD IT"**

Write  
For Our  
New Booklet

**T. E. IBBERSON**  
MINNEAPOLIS, MINN.

**THE CHEAPEST Elevator in the End is Steel Construction**  
*When Built Right*



It Does Not Burn.  
It Preserves the Grain.  
It Does Not Crack.  
It Saves Insurance.  
It Has a Large Salvage Value  
if taken down.

LET US FIGURE WITH YOU

MINNEAPOLIS STEEL & MACHINERY CO.  
29th Street, near Lake Minneapolis

**WE KNOW HOW  
TO BUILD THEM RIGHT**

**Canadian Government Grain Elevator**  
Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

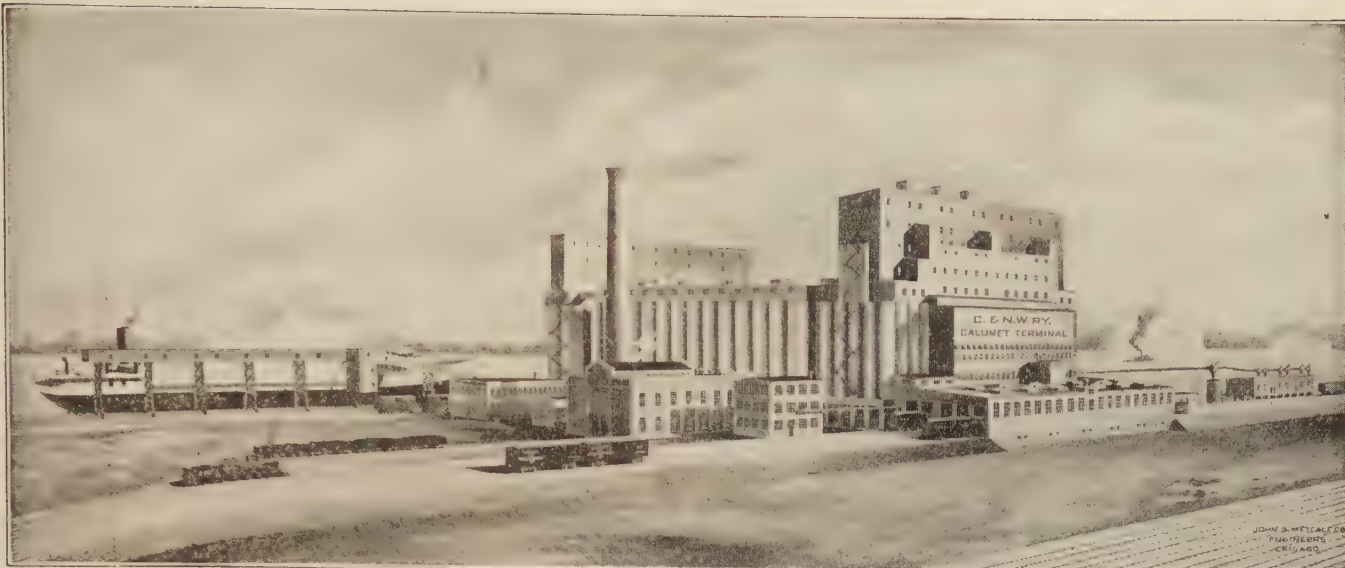
Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAMS, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.







**C. & N. W. RY. Calumet Terminal Elevator**  
South Chicago, Illinois

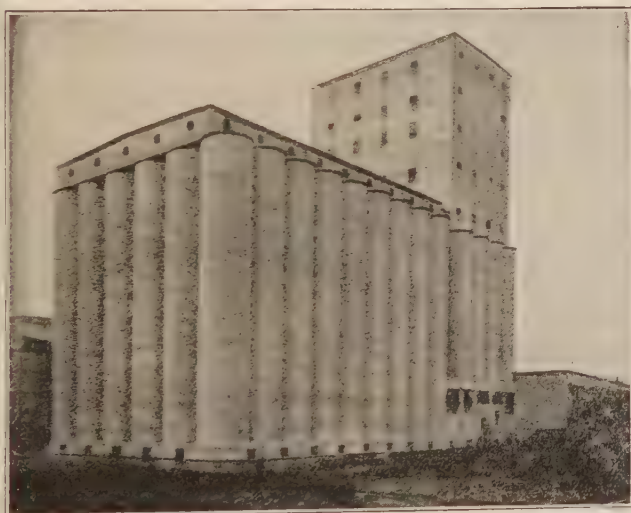
Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work  
**John S. Metcalf Company, Limited**  
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND



**THE GIRARD POINT ELEVATOR**  
PHILADELPHIA, PA.

CAPACITY—1,110,000 BUSHEL. The  
Most Rapid Handling Grain Elevator in  
World. DESIGNED AND BUILT BY

**JAMES STEWART & CO.**

**GRAIN ELEVATORS**  
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO  
W. R. SINKS, Manager



**CONCRETE ELEVATOR**  
Buffalo, N. Y.

Reinforced Concrete—1,000,000  
bu. capacity. Receiving capac-  
ity from boats 50,000 bu. per  
hour. Most rapid handling grain  
elevator on the Great Lakes.  
New addition doubling size of  
elevator now being constructed.

Designed and Built by

**MONARCH ENGINEERING CO.**

Chamber of Commerce

Buffalo, N. Y.



## There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

## New York Belting & Packing Co.

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124-126 West Lake Street  
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street  
MINNEAPOLIS, MINN.

## "Use R. F. & C."

Patented

SOLID WOVEN

## "Non-Separable Ply" Rubber Belt

For

ELEVATING—CONVEYING—TRANSMISSION

Guarantees

MAXIMUM RESULTS—ECONOMY

SEND FOR INFORMATION

W. H. SALISBURY & CO.

Pioneer Belt House in Western America

Since 1855

CHICAGO

## Shippers' Record Book

is designed to facilitate the bookkeeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

## BOWSHER FEED MILLS

GROW  
HEALTHY  
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.  
South Bend, Ind.



THE BEST MARKET FOR

RUBBER GANDIE

OLD **BELTING** USED  
LEATHER CANVAS

Write at once for prices

NATIONAL BELTING & SALVAGE CO.

595 E. Water St.

MILWAUKEE, WISCONSIN

## A Car-Mover that Stands the Test

### NEW BADGER

FREE  
For 30 Days



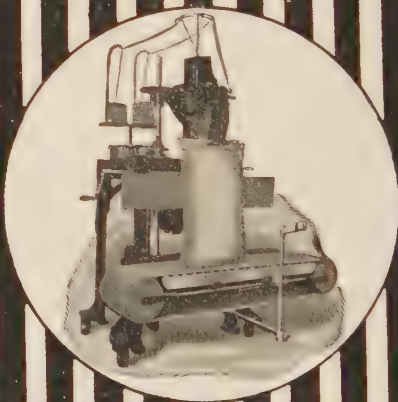
We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

## UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

CHICAGO  
ST. LOUIS

MINNEAPOLIS  
SAN FRANCISCO

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



# THE PLIES CAN'T SEPARATE

(They're Double-Stitched)

That's  
one reason  
W H Y

# REXALL DOUBLE-STITCHED BELTING

will be found  
elevating and conveying  
grain in the largest  
houses in the country.

## IMPERIAL BELTING COMPANY

MANUFACTURERS

SALES OFFICES  
42 Broadway, New York City  
325 Walker Bank Bldg., Salt Lake City

GEN'L OFFICES & FACTY.  
Lincoln and Kinzie Streets  
CHICAGO



## Constant Satisfaction

in grain elevator machinery is something that all elevator owners and operators are after. If your machinery is not giving you the best service, and cannot be relied upon to take care of the grain that comes to your elevator, you are losing money by not installing, right away, a line of machinery that is up-to-the-minute, a line that has been in use for years and years, the tried-out-and-found-satisfactory kind. Constant satisfaction is found in grain elevator machinery comprising the

## CONSTANT LINE

This line includes every known device needed for the efficient conduct of an elevator. It is in use in hundreds and hundreds of elevators in all parts of the country. It is giving satisfaction and our list of users is increasing rapidly.



### Constant Safety Manlift

should be installed in every elevator. It promotes safety in your elevator and affords easy access to all parts of the plant. The saving effected in the cost of insurance soon pays for the installation of a manlift. It is ballbearing, and easily operated.

### Safety Platform Wagon Dump

provides safety where it is most needed. No danger of your patrons' horses being injured. It is provided with springs in front which breaks the jolt and saves the wagon. Dumps both high and low wheeled wagons.

No matter what you may need to bring your elevator to the point where you can rest assured that you are not going to have to turn away business because your elevator machinery is inadequate, we can supply it. Get in communication with either office. Tell us your needs and we will gladly solve your machinery problems. In any event send for our catalog.

**B. S. CONSTANT MFG. CO.**

BLOOMINGTON, ILL.

**KANSAS CITY MILL & ELEVATOR SUPPLY COMPANY**

KANSAS CITY, MO.



# ***To Every Manager***

Of Every Elevator and Mill  
Who Strives to Gain EFFICIENCY

By Saving Time—  
Raising Quality—  
Reducing Running and  
Repair Expenses—

For years we have studied modern methods of grain handling as adopted by the country's foremost elevators.

We have acquired some facts that would be invaluable to you in making your Spring improvements.

U. S. Equipment (Cleaners, Shellers, Drags and Manlifts) has 25 successful years to back our claim for its superiority.

Transmission appurtenances are our specialty.

Efficient goods.

Efficient service.

## **K. C. Mill & Elevator Supply Co.**

Outfitters to the Modern Mill and Elevator

**304 West Ninth Street**

**KANSAS CITY**

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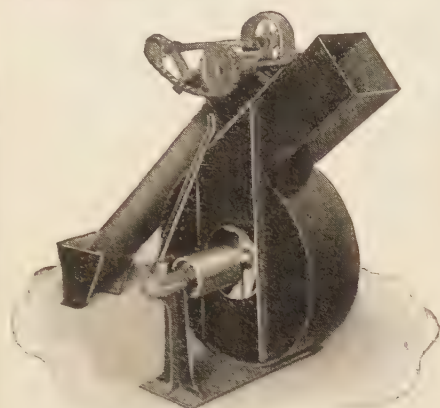
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**MISSOURI**



## THE BERNERT PNEUMATIC PITLESS COMBINED ELEVATOR and CARLOADER



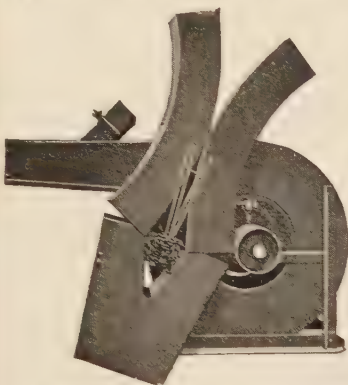
will solve your grain handling proposition quick and easy. ONLY ONE MACHINE TO DO BOTH ELEVATING AND CAR-LOADING. Think, with this machine it will not be necessary to have an extra elevator or extra carloader. Just one machine, that's all. No changing of pipes either for elevating or loading out, always ready for either elevating or loading out. Extra low feed, giving plenty of room for installing a scale in any kind of an elevator or warehouse. POSITIVELY NO GRAIN TO BE RE-ELEVATED in order to load out. Write today for descriptive matter, it is interesting, or if in need of a Pneumatic Conveyor, Elevator, Carloader, Pitless Elevator, or Track-loader both stationary or portable, write to

**BERNERT MFG. CO.**

759-33d St., Milwaukee, Wis.

Everything in Pneumatic  
Grain Handling Machinery

## No Doors Needed in Tops of Cars



No need to scoop grain in dirty, dusty cars. Five minutes' talk with any user of a Boss Air Blast Car Loader will convince you.

Bucklin Co-Operative Assn., Bucklin, Kas., says: "Best loader on the market."

O. N. East, Milmine, Ill.: "Loads the cars without scooping and improves the grades."

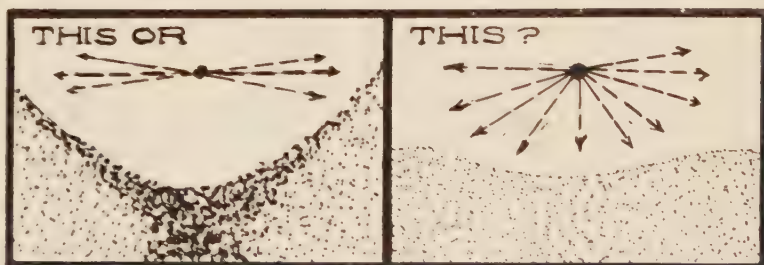
Mt. Pulaski Grain Co., Cornland, Ill.: "Certainly highly pleased with your new loader. Loads every car to full capacity without shoveling and improves the grades."

Ochs Grain Co., Hoisington, Kas.: "We think we have the best car loader of any elevator around here. Many elevator men have called in to see it."

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**



Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?

**WHICH ARE YOU GETTING?**

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

**MATTOON GRAIN CONVEYOR CO.**

MATTOON, ILLINOIS

## Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

AT  
**6:30 P.M.**  
**EVERY**  
**DAY**

**A MEAL** just  
"As you like it."

The cosiest club of  
the kind in America.

A bed that's softer  
than your own

**St. Paul—**  
**Minneapolis**  
"ON TIME"

The  
"Slumberland Special"  
(Minnesota Limited)

Union Passenger  
Station  
via

**Burlington**  
**Route**

One of the three finest  
trains in America.  
**TRY IT!**

**141 S. Clark Street**  
**Randolph 3117**

A. J. PUHL, Gen. Agt., Pass. Dept.

## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers.

Order Form 12AA. Price, \$1.50

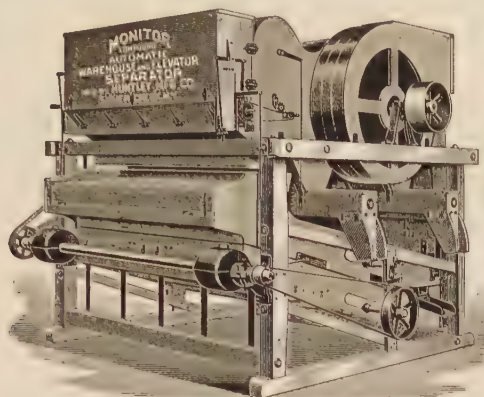
**Grain Dealers Journal**  
315 So. La Salle St., CHICAGO, ILL.



**Monitor**

## Automatic RECEIVING SEPARATOR

1 of 137  
Modern Models



Best by test  
where tests are tests

## Insures the Most Gain In Grain

HUNTLEY MFG. CO., Silver Creek, N. Y.

### AGENTS

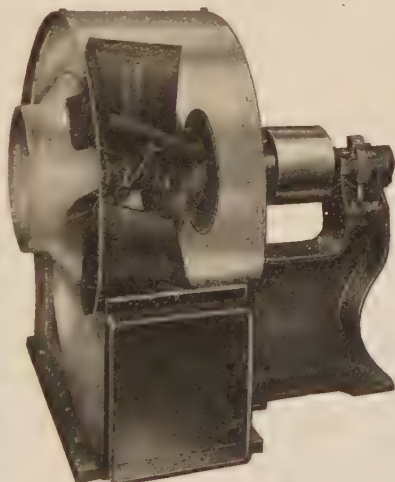
C. J. Groat, 601 Concord Bldg., Portland, Ore.  
J. B. Ruthrauff, 301 So. Lawrence St., Wichita, Kansas  
S. J. McTiernan, 25 Merchants Exchange, St. Louis, Mo.  
A. F. Shuler, 218 Iron Exchange, Minneapolis, Minn.  
F. M. Smith, 310 Traders Bldg., Chicago, Ill.  
A. H. Smith, 504 Dwight Bldg., Jackson, Mich.  
A. S. Garman, 202 South Balch St., Akron, Ohio  
W. B. Sutton, 527 So. Euclid Ave., Dayton, Ohio

A steady climb in *net* gain—the first, and every succeeding hour's operation showing *an increase* in profits taken from cleaning—all this by reason of cleaning efficiency and low operating expense without equal in Cleaners of any kind and which enables us to guarantee “the most gain in grain.” Others may tell you their Cleaners are as good—yet the fact that this machine was lately selected *exclusively* in the two largest Receiving Separators purchases of recent years would seem to prove that others, *if* as good, *are yet to be recognized*.

## \$5.00—THE COST TO OPERATE

EACH H. P. OF FAN FOR ONE MONTH

We guarantee our Cycloidal Fans, when properly piped, will require less power, run as near noiseless, and will do more work than any fan on the market.



RIGHT HAND CYCLOIDAL EXHAUST FAN  
Patented May 26, 1908

USE A SMALLER FAN and  
SAVE \$5 Per Month Per H. P.

Make the “Garden City” Cycloidal pay for itself

GARDEN CITY FAN CO., Chicago, Ill.

Patentees and Sole Manufacturers

Established 1879

SEND FOR LIST OF SATISFIED USERS

## Reynolds Grain Bleacher



The REYNOLDS GRAIN BLEACHER is used by the largest grain dealers in United States and Canada; sizes up to 8000 bushels per hour. It is patented and stands alone in its class. The patent covers forcing fumes longitudinally through a mass of grain and any one doing this, no matter what means are used, is infringing our patents.

BEWARE OF  
PIRATES.

Before closing a deal write us for full particulars.

**Reynolds  
Bleacher  
Company**

332 South La Salle Street

CHICAGO



# MORRIS GRAIN DRIERS

## Excel All Others

The many individual characteristics of the MORRIS Drier place it in a class by itself. Note a few of the reasons why it is superior to other driers on the market:

- 1—Even distribution of air, protected by Morris patents.
- 2—Morris-dried grain retains its natural color and brightness.
- 3—Dries salvage grain containing large amount of moisture quicker and better than any other drier.
- 4—The only drier made that will successfully dry wet flax.
- 5—Morris-dried grain is thoroughly dried—not overdried nor cooked.
- 6—Costs much less to operate.

These are only a few of the advantages of the MORRIS Drier. Can you wonder why so many of the larger terminal elevators and hundreds of smaller houses have installed the MORRIS?

Our catalog contains the names of many users of the MORRIS.

In addition to our regular drier equipment, we manufacture Coolers and Conditioners for cooling oats and treating damp or musty grain.

Driers, Coolers and Conditioners designed and built for any size elevator.

Write for our catalog fully describing our line. If you are in need of a Cooler or Drier, send us your requirements and we will gladly furnish plans and estimates.

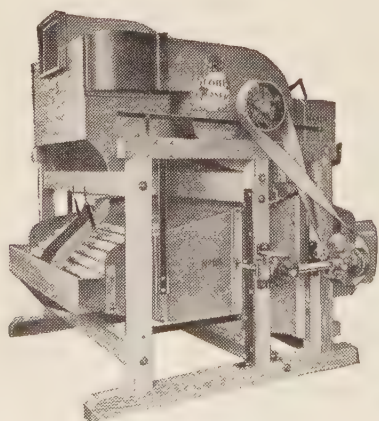
Contract just received from Soo Elevator, Minneapolis, for a large Morris Drier.

## THE STRONG-SCOTT MFG. CO.

Minneapolis, Minn.

Winnipeg, Manitoba

Western Representative: H. C. Caywood, Great Falls, Mont.



## THE GLOBE CLEANER

**Will** separate the chaff and light fowl-seed from the air as it leaves the suction. You save all your good, solid product and nothing but the air blows outdoors. This waste product is worth money to you.

**Will** let you vary the speed or shake to suit the kind of grain, by means of the FRICTION DRIVE. Did you ever see this feature on any other cleaner?

**Will** be sold to you on 30 days' free trial with absolute guarantee that it will clean all kinds of grain as close as required for commercial purpose.

Are you interested in cleaning problems? *Let us know.*

**TWIN CITY SEPARATOR CO.**

29th & Colfax Ave. South, Minneapolis, Minn., and Winnipeg, Canada



Elevator  
Improvements

The "WESTERN" Line

Perfect  
Satisfaction

# SPRING IMPROVEMENTS

for your elevator will of course include every device that you have not now, and that will increase the grain handling facilities of the plant. We have spent over forty years in the manufacture of grain elevator machinery that will do this for you. It is installed in elevators in all parts of the country and is giving complete satisfaction. Look over the list below and tell us what you need.

Bearings  
Belting  
Belt Conveyors  
Belt Tighteners  
Boilers  
Bolts  
Boots  
Buckets  
Bucket Bolts  
Boot Tanks  
Car Loaders  
Car Pullers  
Chain Drag Feeders  
Cleaners  
Cotton Waste  
Couplings  
Distributors  
Dock Spouts  
Elevator Heads  
Engines  
Feed Gates  
Feed Mills  
Fire Pails  
Flexible Spouts  
Friction Clutches  
Garner Irons  
Gears

# W E S T E R N

Grain Samplers  
Grain Testers  
Grease Cups  
Grinders  
Indicators  
Lace Leather  
Link Belting  
Manlifts  
Perforated Metal  
Power Shovels  
Pulleys  
Rope Drives  
Scales  
Screw Conveyors  
Set Collars  
Shafting  
Shellers  
Speed Indicators  
Spouting  
Sprocket Wheels  
Stay Rods  
Steel Legging  
Suction Fans  
Take-ups  
Turnheads  
Washers  
Wire Cloth

This is only a partial list of what we manufacture. Our latest catalog covers the complete line. If you haven't a copy you had better send for it today, and get ready to make those improvements now. Don't wait until the grain is at your door.

## UNION IRON WORKS

### Decatur, Illinois

Elevator  
Improvements

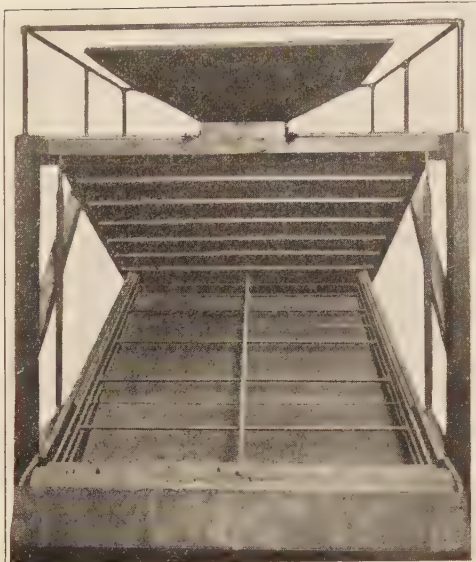
The "WESTERN" Line

Perfect  
Satisfaction



## WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS



and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

Smaller machines of the same type are made in sizes from one foot up.

Write for additional information.

### A. WILFORD & CO.

1422 Hull Street  
Baltimore, Maryland

## SAVING MONEY

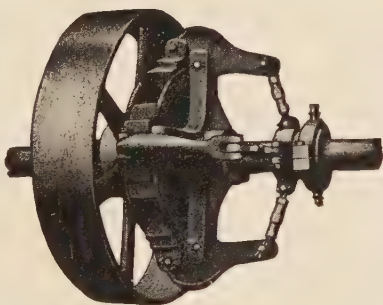
is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

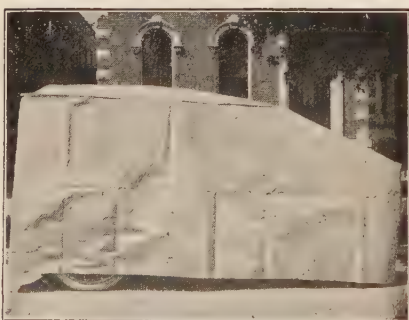
Get Our FREE BOOKLET

### Decatur Foundry, Furnace & Machine Co.

Dept. D. DECATUR, INDIANA



## KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:  
7 PASSENGER FORD SPECIAL  
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.  
New York Office, 41 Park Row

**If Your Business**  
isn't worth advertising  
advertise it for sale.

## A Real Trade Winner and Money Maker

For the Corn and Feed Miller

The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit.

Unequalled Corn Plates of Original Design.

Special Attrition Plates for Screenings Meal and Feed.

Thirty Days FREE Trial in your plant will convince.

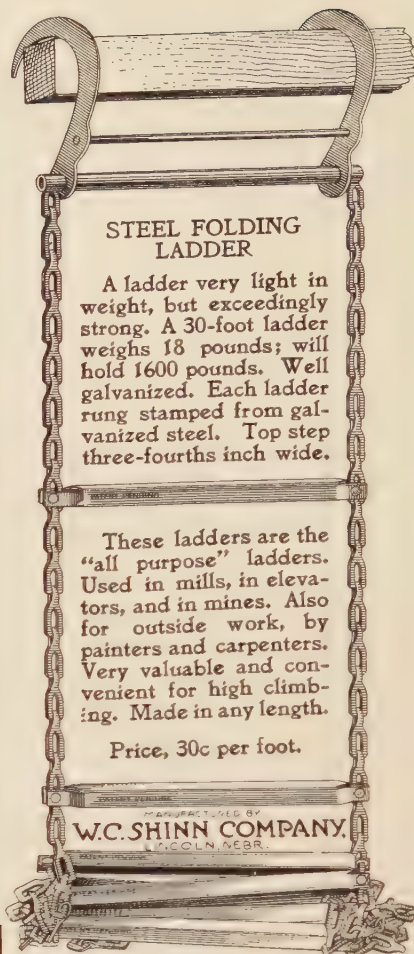
Pulley Driven or Direct Connected Motor  
10 in., 13 in., 19 in., 24 in., 27 in. and 34 in.  
Corn Mill Special Small Screenings Mills

Ask for Bulletin GDJ

### DIAMOND HULLER COMPANY

WINONA, MINNESOTA

Disc Feed Mills, Disc Corn Mills,  
Horizontal Crushers



### STEEL FOLDING LADDER

A ladder very light in weight, but exceedingly strong. A 30-foot ladder weighs 18 pounds; will hold 1600 pounds. Well galvanized. Each ladder rung stamped from galvanized steel. Top step three-fourths inch wide.

These ladders are the "all purpose" ladders. Used in mills, in elevators, and in mines. Also for outside work, by painters and carpenters. Very valuable and convenient for high climbing. Made in any length.

Price, 30c per foot.

W.C. SHINN COMPANY,  
LINCOLN, NEBR.

## Lightning Can't Strike

If Write for Illustrated Book on Lightning FREE. Explains kind of rods that protect.

### Shinn Gets There First



## HOTEL DYCKMAN

6th Street Near Nicollet

MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

## Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, 18 1/2 x 11 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14A. Price \$2.00.

GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.



## Grain Carriers

CARS are very scarce on the T. P. & W. Ry. here.—Boies & Castle, Gridley, Ill.

THE GRAIN AND HAY EXCHANGE of Pittsburgh has complained to the Interstate Commerce Commission against demurrage charges on grain at Pittsburgh.—P.

THE PICTURE of an empty box car would please us here. We have been 9 days without a car at our plant.—T. H. Maddot, Mgr., The Chatham Elvtr. Co., Chatham, Ill.

THE PREDICTED congestion at lake ports is being realized. Buffalo has 6,000,000 bus. afloat awaiting unloading. Both Erie and Fairport are also tied up and many boats are waiting.

THE SULTANA of the Tomlinson line is the first boat to arrive at Duluth light for grain, arriving about 9 P. M. April 24 to load a cargo of grain for Buffalo. The M. A. Bradley also arrived to load grain.

THE ACTION of the B. & O. in lifting the embargo on all grain, whether for export or not, from points west of Pittsburgh, Bellaire and Wheeling is taken as assurance that railroad congestion in the east is being relieved.

REPARATION was allowed Donahue-Stratton Co. by the Interstate Commerce Commission for damages due to the misrouting of a carload of oats shipped from Carpenter, Ia., to Rib Lake, Wis., over the C. M. & St. P. Ry.

FREIGHT at Baltimore, with 35 ships in the harbor, is practically tied up by a freight handlers' strike which prevents unloading of many cars, and only a few cars can be got at Fairport, O., to relieve the elvtr. there, which is now full.

THE NEOLA ELVTR. Co., of Kansas City, Mo., has complained to the Interstate Commerce Commission against the rate of 4½¢ per 100 lbs. on grain screenings from Minneapolis to Galveston via St. Louis. A lower rate and \$312 refund are asked.—P.

OATS AND CORN RATES on the Rock Island and other railroads from Omaha and South Omaha, Neb., to Douglas, Naco, Hereford, Warren, and Fort Huachuca, Ariz., were recently declared to be reasonable by the Interstate Commerce Commission.

PROPOSED INCREASES of from 100 to 400 per cent in storage charges on grain held more than sixty days in elevators in New York, Philadelphia and other Atlantic seaboard points for export were suspended Apr. 28 by the Interstate Commerce Commission until Aug. 29.

TWO GRAIN BOATS are stranded on the Great Lakes; the Collingwood, downbound with grain from Fort Williams, is ashore off Whitefish Point, Lake Superior, and the steamer Luzon, from Chicago to Port Huron, is resting on a sandy bottom at Pyramid Point, Manitou Passage, Lake Michigan.

RAILROADS entering Philadelphia are justified in charging ¾¢ per bus. for loading export grain from elvtrs. into ocean vessels there, compared with ½¢ a bus. allowed at New York. A decision of the Interstate Commerce Commission made this rule, on the ground that loading at Philadelphia necessitates more labor.

TARIFFS of the St. Louis & San Francisco Ry. canceling its joint thru rates with the C. R. I & P. on grain from Oklahoma points to New Orleans and other gulf ports were suspended by the Interstate Commerce Commission until Nov. 9, pending investigation. Cancellation would leave in effect higher rates than those now in force.

THE COMPLAINT of the Moore-Seaver Grain Co. against the Union Pacific Ry. Co. claiming that charges collected for the transportation of corn and oats in carloads from points in So. Dak., Minn. and Ia. to Kansas destinations, stopped in transit at Kansas City, Mo., were unreasonable, has been dismissed by the Interstate Commerce Commission.

THE MINIMUM WEIGHT on straight and mixed carload shipments of grain, grain products and seeds, in sacks, in Minnesota, will be raised to 30,000 lbs., providing that, in mixed shipments, not more than 50% of the mixed load is whole grain. The new rule was recently issued by the Minnesota Railroad & Warehouse Commission and will take effect May 13.

A COMPLAINT of Chapin & Co. of Hammond, Ind., against the C. I. & L. Ry. claiming that rates charged for the transportation of distillers dried grain in carloads from Louisville, Ky., and corn oil meal and corn oil cake in carloads from Indianapolis, Ind., to eastern destinations, manufactured into mixed feed at Hammond, Ind., were unjust and unreasonable, was dismissed by the Interstate Commerce Commission.

AN EMPHATIC PROTEST against the proposed rule adopted by the Western Trunk Lines Ass'n, effective June 1, with reference to shrinkage of grain in transit, has been made by J. A. Gunnell, Sec'y of the Missouri Grain Dealers Ass'n. Sec'y Gunnell does not believe that a rule can be arbitrarily fixed as to the amount of shrinkage on grain when the various grades and the distance of the haul are considered.

C. M. LEWIS Co., grain dealers of Jacksonville, Fla., alleged rates of the A. C. L. to be discriminatory in favor of Brunswick, Ga., and allege that the rates to Folkston are unreasonable, compared with rates from Brunswick to Folkston. By reason of this discrimination the shippers and jobbers of Jacksonville are losing business in Folkston. The rate from Brunswick to Folkston on grain and feed is 8½¢ while from Jacksonville to Folkston it is 10¢.—P.

GENERAL RULES of the Chicago & Alton Ry. Sup. No. 1 to Tariff No. 28-C effective June 1, state that the Chicago & Alton Ry. will pay the cost of transferring grain and seeds, not to exceed ¼¢ per bus. thru elvtrs. at Kansas City, Mo., or Kansas City, Kan., and forwarded from said points to points on the Mississippi River or points in Missouri taking Mississippi River point rates or higher rates (from point of origin); also points east of the Mississippi River.

A CHARGE of \$2 per car for service in connection with the reconsignment of carload shipments of grain, grain products, hay and straw, stopped in transit at "hold" points and then forwarded to destination, was considered justifiable by the Interstate Commerce Commission, but a maximum of \$1 per car was prescribed for service in connection with diversion of similar shipments, upon hearing the case of the Commercial Exchange of Philadelphia v. the New York Central & Hudson River Ry. Co.

## Illinois Dealers at Decatur.

[Concluded from page 738.]

E. Bennett & Co.; F. T. Bascom; J. A. Nosek and A. E. Wood of E. W. Bailey & Co.; L. S. Hoyt; F. G. Coe; P. S. Goodman, W. A. Fraser and H. T. Bickel of Clement, Curtis & Co.; H. R. Sawyer and W. M. Christie repts. J. H. Dole & Co.; C. W. Gerstenberg, A. Gerstenberg and J. DeCourcy of Gerstenberg & Co.; J. A. Waring; F. M. Baker; R. W. Carder; O. C. White; Jas. P. Ryan, F. D. Stevers, J. S. Beem and R. J. Sullivan of Logan & Bryan; H. J. Rogers, E. F. Thompson and Wm. Tucker of Lamson Bros. & Co.; G. T. Thompson; E. H. Grunneman; Sam Finney, of E. Lowitz; B. F. Traxler; W. H. Axtater; W. N. Eckhardt; G. Hannah; J. A. Patten; W. H. Perrine; M. Wade; F. E. Gulick; H. Stanbery; H. M. Paynter; H. A. Zweig; M. C. Hobart, E. T. Leonard of Rumsey & Co.; J. M. Adam; E. M. Davis and W. A. Werner of Sawers Grain Co.; W. M. Hirschy of J. C. Shaffer & Co.; H. R. Emerson of Somers, Jones & Co.; P. H. Schifflin & L. C. Emerson of Philip H. Schifflin & Co.; E. B. Timberlake; C. E. Timberlake; G. P. Beringer; A. J. Cameron; H. L. Miller and J. E. Quigley of Ware & Leland; F. E. Winans; John Conner of E. W. Wagner & Co.; W. D. Templeton; A. C. Hanson of Albert Dickinson Co.; F. H. Huyck of Illinois Seed Co.

Among the Illinois Dealers in attendance were H. Allen, Broadlands; R. B. Andrews, Macon; H. Andrews, Walker; D. C. Armstrong; M. Auburn; C. B. Appleby, Casey; W. F. Bader, Vermont; G. W. Banks, Irene; F. E. Best, Sidney; C. W. Beers, Waynesville; G. H. Brown, Marshall; L. H. Blankenbaker, Sidney; D. D. Baber, Dudley; F. Bockelwitz, Harvel; J. F. Beall, Niantic; C. W. Baker, St. Francisville; W. R. Barnhart, Cisco; J. W. Bryan, Springfield; J. E. Camp, Bement; E. B. Chapman, La Place; J. E. H. & O. Collins, Atwood; M. Connell, Waynesville; H. L. Crawford, Hindsboro; J. A. Creaner, Tolono; C. F. Crew, Blue Mound; A. Cuppey, Humboldt; Geo. W. Cole, Bushnell;

C. E. Davis, Arthur; O. B. Dawson, Winchester; W. G. Daugherty, Galesburg; F. E. Davis, Mohomet; F. W. De Hart, Galton; W. J. Dodgson, Winchester; A. C. Duncan, Lintner; G. E. Ford, Illiopolis; J. M. Foglesong, Sheldon; J. A. Freeman, Sadorus; D. Fear, Assumption; C. E. Graves, Weston; T. C. Grotevant, Forrest; T. E. & E. E. Hamman, Milmine; F. D. Hanson, Villa Grove; A. L. Hardin, Charleston; V. Hawthorne, La Place; B. P. Hill, Freeport; C. E. Hitch, West Ridge; J. W., & J. K. Horton & wife, Garrett; G. H. Hubbard, Mt. Pulaski;

C. W. Johnson, Bellflower; F. Jones, Ridgefarm; J. M. Jones, Dewey; R. Jones, Monticello; A. F. Kaiser, Fairfield; L. J. Kaiser, Maroa; J. M. Kautz, Mt. Pulaski; J. Karr, Seymour; B. Keller, Strawn; A. H. Kinnehan, Lanesville; L. P. Kizer, Hammond; J. C. Koehn, Hays; D. Lacharite, Assumption; F. S. Larison, El Paso; M. M. Lasbury, Griggsville; M. A. Leach, Cornland; G. L. Lindsay, Lovington; J. H. Lloyd & Co., Springfield; S. Mangus, Elkhart; L. E. McAtel, Rantoul; F. J. Malone, E. St. Louis; E. McClain, Metcalf; Lee G. Metcalf, Illiopolis; C. R. Mitchell, Ashmore; F. W. Moberly, Shelbyville; A. L. Moore, Assumption; O. P. Morgan, Ivesdale; O. J. Moss, Hindsboro; A. T. Moss, Kemps; S. Munson, Arcola;

S. S. Neiman, Warrensburg; C. J. Porter, Deland; W. W. Porterfield, Murdock; F. W. Poorman, Humbolt; L. Paulus, Burtonview; R. S. Perry, St. Joseph; O. H. Rink, Edinburg; R. S. Ritchie, Foolsland; F. W. Reuter, Dewey; C. F. Scholer, Farmer City; E. E. Schultz, Beardstown; A. H. Shelby, Block (Sidney P. O.); U. J. Sinclair, Ashland; C. Smith, Monmouth; L. C. Smith, Harvel; C. B. Spang, Georgetown; J. F. Sprague, Bement; A. L. Stanfield, Edgar; R. J. Steven, Sadorus; H. A. Stotler, Wenona; J. M. Teal, Tabor; Jas. F. Umpleby, Pana;

C. H. Wade, Paris; Geo. W. Walker, Gibson City; W. B. Wallace, Windsor; E. M. Wayne, Delavan; E. Weather, Newman; W. A. Webb, Weldon; G. E. West, Thawville; Mr. and Mrs. Wm. Wheeler, Melvin; B. Williams, Blackland; G. Wood, Gifford.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

ONE Elevator on Vandalla R. R., Butler Branch \$1,000.00; one on the C. & O. of Indiana \$7,200.00. Inquire of F. P. McFadden, 12 Mile, Indiana.

**SOUTHERN KANSAS** Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

**FOR SALE**—Several splendid elvtr. properties in Ohio, Ind. & Ill. Fine Mfg. plant Ind. Good business openings. W. C. Chancellor, 117 E. Markland Av., Kokomo, Ind.

**FOR SALE**—Ten thousand bu. elevator, iron-clad, best equipped; good point, together with stock of hardware and implements. Reason for selling, bad health. The Murray G. & H. Co., Iantha, Mo.

**EASTERN KANSAS** 10,000 bu. Elevator for sale, large territory, good crops. Large percentage yet to handle. Good coal bins. Part cash and terms. Address Code, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Two Illinois Elevators operated from one office with lumber and coal in connection. Handle 500,000 bu. grain annually. Address James M. Maguire, Campus, Ill.

**MINNESOTA.** 20,000 elevator located on the Mil. Ry. for sale. This is in good grain section and a first class plant in all respects. For particulars address Ry., Box 9, Grain Dealers Journal, Chicago.

**MICHIGAN** elevator for sale on two good Railroads. 7,000 bu. capacity, good grain section. Best bean section in State. Equipped for handling both. Bargain if taken at once. Address Elk, Box 9, Grain Dealers Journal, Chicago.

**NORTHEASTERN MICH.** 40M.-bu. concrete foundation, electric power and lighted elev. Good bean and grain country; 3 hopper scales, 4 giants, 2 gibbs, 2 polishers, 2 Tinkems. Good railroad facilities; on section road; seeds, feed, coal, hay business. Quick sale. Address Quick Sale, Box 6, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS** Elevator on I. C. R. R., Chicago & New Orleans line, 30,000 bu. cribbed house, 20,000 bu. ear Corn Crib, large cob & dust house, three dumps, low drive, Western Sheller, Gyrating cleaner, Automatic scales, electric power, in fine grain section, 500,000 bu. station. Coal and feed handled. Liberal terms to purchaser. For particulars address Frank, Box 7, Grain Dealers Journal, Chicago.

**FOR SALE.** A half interest in a 75,000-bu. elevator on land leased of Santa Fe Railroad. Can also load on Big 4 in town of 800, 60 miles from Chicago. Cribbed elevator; 3 legs; 3 dumps; Richardson Automatic Scale; electric motor power; 20 h. p. Gasoline engine, good working order; good office. Station handles 700,000 (seven hundred thousand) Bushels. One competitor. Price for half interest \$4,500. Buyer must take management of same at a salary agreeable to both parties. Address all correspondence to Herbert Austin, Reddick, Illinois.

## ELEVATORS FOR SALE

**FOR SALE**—Long lease on one or more elevators in good grain belt of Nebr. Better than owning elevators. Address Long, Box 5, Grain Dealers Journal, Chicago.

**OHIO**—Elevator for sale, in good condition. Large retail coal and feed business. Address West, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

**THE UNDERSIGNED** will sell his elevator at Public Auction June 1st, 1916, at the Plant on E. 4th St., Mansfield, Ohio, to the highest bidder. J. M. Smith.

**OKLAHOMA** 20,000 bu. Elevator for sale. On C. R. I. & P. R. R. Only elevator at station. Handles grain, feed, flour and meal. For particulars write Only Box 5, Grain Dealers Journal, Chicago.

**OHIO** Elevator for sale. Iron clad, 15,000 bu. capacity, 150 to 200 cars per year. Price for quick sale \$8,000.00. For further particulars address X, Box 9, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE** on C. G. W. Ry. in best Minnesota grain territory. 12 and 40,000 bushels capacities. Elevators in good condition. Winona Malting Co., Winona, Minn.

**CAIRO, ILL.** For sale—Delta Elevator and grounds, modern equipment, 8 acres, 5 R. R. entrances. Reason for selling, death of owner. Address Mrs. J. B. Magee, 438 11th St., Cairo, Ill.

**CENTRAL INDIANA** — Will sacrifice \$1,000.00 on a 12M. capacity house, lumber shed, coal sheds and other buildings. Handles 60M. bus. grain; 12 to 15 cars lumber; 10 to 15 cars coal and other items. On Wabash R. R. Private ground. Price \$5,500.00. For information address New, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE** Three elevators in Wisconsin, one located on C. & N. W. Ry. and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—As well an equipped elvtr. as there is on the R. I. and at one of the best grain buying stations. Elevator equipped with Man lift, 12 h. p. engine, feed mill and cleaner. Controllable dump and non-chokeable boot. Elevator and feed room covered with sheet iron throughout. Reasons for selling by letter if you wish them. Write L. E. Webb, Bloom, Kans.

**CENTRAL INDIANA**—Elevator 60 M. capacity, cribbed house. Average year will handle 200,000 bus. corn, oats and wheat, about 50 to 60 cars of coal, 700 to 1,200 bus. clover seed, besides salt, flour, tannage, twine and all kinds of feed.

The feed, salt, flour, twine and seed business will pay entire expenses of running plant. Splendid money maker, and price is right. Good reason for selling. Address Gale, Box 8, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**ELEVATOR** for sale or lease in Northern Indiana. For particulars address N. I., Box 8, Grain Dealers Journal, Chicago.

**ELEVATOR** and warehouse for sale or rent at Adell, Wis. For particulars apply E. P., Box 8, Grain Dealers Journal, Chicago.

**FOR SALE**—Three elevators within a radius of fifteen miles from each other. Will sell one or all. J. Borgerding & Co., Melrose, Minn.

**NORTHWESTERN OHIO** Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wll, Box 11, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA** 12,000 bu. Cribbed elevator and coal business for sale at a bargain. Address Man, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

**FOR SALE**—100,000 bu. elevator with electric and gasoline power at station that handles 500,000 bu. annually. One competitor. Price \$7,000. Address James M. Maguire, Campus, Ill.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**ELEVATORS** for sale: At Warner, S. D., Wheaton, Minn., Hickson, N. D., on C. M. & St. P. Ry. One or all at a bargain. Address Crown Elevator Co., Minneapolis, Minn.

**OHIO.** Elevator for sale or trade in best farming community in Ohio. About 75 car point now. Can easily be increased to over 100 cars. Cash price \$4,500. Address Easy, Box 9, Grain Dealers Journal, Chicago.

**CENTRAL ILLINOIS** Elevator located on 2 roads; business established 52 years; 60,000 bu. house; new and up-to-date; 300,000 bu. shipments. Competition O. K.; A Money maker in good town. Address J. K., Box 9, Grain Dealers Journal, Chicago.

**FOR SALE OR TRADE** Iron clad cribbed elevator in good territory, Nor. Ill. Capacity 10,000 bus., electric motor, up-to-date construction. One man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

## TWO ELEVATORS FOR SALE.

In Ohio, one located in thriving town, good grain section as any in Ohio. One on R. R. right of way, used mostly for storage. Both operated with Gas engines, combined capacity 25,000 to 30,000 bus. Best of reasons for selling. Coal, salt, posts and Flour as side lines. Address D. W., Box 7, Grain Dealers Journal, Chicago.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.



## SECOND-HAND BAGS AND BURLAP.

SHIP YOUR second hand bags to the Louisiana Bag Corporation, New Orleans, and receive highest market prices.

### WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## MISCELLANEOUS.

**WANTED**—Articles of merit that can be either manufactured or sold to Grain Elevators. Address Trader, Box 8, Grain Dealers Journal, Chicago.

## FERRETS.

**FERRETS**, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

**RATS** Exterminate them now, and you will have no young to feed. **FERRETS** will do it. Males \$2.00. C. H. Keefer & Co., Greenwich, O.

## ELEVATORS WANTED.

**WANTED** to buy an elevator, well located and doing good grain business. Address A. F. Gilchrist, Gibson City, Ill.

**WILL BUY** or lease a grain elevator in good territory in town of about 3,000 to 5,000. Prefer Central Nebraska. Address Secy., B. 9, Grain Dealers Journal, Chicago.

**WANTED**—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" Columns of the Journal.

## ELEVATOR BROKERS.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**LIST YOUR** elevators or other business with me. Have a large number of buyers, and can find just what you want for you. Write today. W. C. Chancellor, 117 E. Markland Ave., Kokomo, Ind.

**IF YOU** wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

**LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS.** NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

**L**IST your Elevators and Real Estate with me. I have a number of Buyers and can fit you out with what you want. Wire or write.

N. C. SINNOTT, Ft. Dodge, Iowa

## BUSINESS OPPORTUNITIES.

**FOR SALE** Lumber and Feed mill business, good opportunity for young man. Address Jens Jensen, Alden, N. Y.

**ALFALFA MILL**, Elevator and coal business for sale at a bargain. E. H. Link, Hillrose, Colo.

**WILL SELL** first class corn mill and elevator, doing an excellent business. Good location; no local opposition. Address Box 201, Portageville, Mo.

**NORTHERN ILLINOIS** Coal, grain, feed business. Grain and feed storage 25,000, coal 2,000 tons; feed mill 60 h.p. steam, up-to-date. Good proposition for hustler. T. F., Box 6, Grain Dealers Journal, Chicago.

**SOUTHEAST NEBRASKA** elevator and coal business for sale, live town. Also brokerage business. For particulars write R., Box 9, Grain Dealers Journal, Chicago.

**GET AWAY** from the cold winters, but stay in the Grain Business.

A wholesale grain and feed business in Memphis, will lease elevator and warehouses or sell. Box 733, Memphis, Tenn.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

### MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning Rods during your spare time. Write us for agency proposition. It's a winner.

GEO. M. KING CO.,  
609 E. Walnut St., Des Moines, Ia.

### HUSTLING PARTY WITH ABOUT

\$8,000 to connect himself with prosperous going concern, to take charge of one of the departments. Good living salary, should earn over 20% on investment. Elegant location. Elevator, Feed and Track business combined. Central Ohio. References exchanged. Address "Business Opportunity," Box 9, Grain Dealers Journal, Chicago.

**FOR SALE** 175 bbl. mill, 40,000 bu. elvtr. in the best wheat belt in Kansas. All steel lined, brick boiler and engine room, 200 h.p. Corliss Engine; 150 Atlas Boiler plant; track scale. On private land and switch with 2 railroads. This is in running order, as good as new, and will sell for \$6,000 cash, balance time. For further particulars address King, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—Northwestern Ohio plant, consisting of

- 20,000 bu. Elevator,
- 100 bbl. Flour Mill,
- 125 bbl. Buckwheat Plant,
- 125 bbl. Meal Plant,
- 60 ton Cracked Corn Plant,
- 22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,  
Swanton, Ohio.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

## MILLS FOR SALE.

**FOR SALE** 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

**FOR SALE** 25 bbl. never failing water power mill, 7 acres farming land; good house and out buildings, all newly painted. Mill in good running order, doing first class business. Extra good wheat section. Situated in best grain and dairy section of Snyder Co., Pa., along State road. Possession Nov. 1st. No other flour mill within 6 miles. Price reasonable. Apply to J. F. Snook, Middleburg, Pa.

## INFORMATION BUREAU

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## SAFE FOR SALE.

**OVERSTOCKED** with second-hand rebuilt safes, various makes. Save money and valuables by buying now. Fire and thieves come unexpected and uninvited. Are you protected? Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

## SOLICITORS' SIDE LINE.

**WANTED** men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

## DYNAMOS—MOTORS.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

### FOR SALE.

1—24" Ball Bearing D. C. Motor attrition Mill, Manufactured by Munson Bros., Utica, N. Y. Fitted with two 20 h.p. Westinghouse Motors 220 V. 60 cycle, 2 phase, 1,700 R. P. M. Price \$700.00.

One General Electric 50 h.p. 60 cyc. 2 phase, 900 R. P. M. Price \$400.00.

One General Electric 10 h.p. Motor 60 cyc. 2 phase, 1,800 R. P. M. Price \$125.00.

Above prices F. O. B. Cedar Rapids, Iowa. Mill and motors in perfect condition.

Address Cedar Rapids Grain Co.,  
Cedar Rapids, Iowa.

## Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 20 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

## Grain Dealers Journal

La Salle St. Chicago, Ill.



**SITUATIONS WANTED.**

**POSITION WANTED** as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager of elvtr. Have had 3 years experience and can furnish good references. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

**WANTED** Position as helper or second man by young man 21 years with 2 years experience. Steady, sober and can furnish references. Address Mink, Box 9, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

**POSITION Wanted** as Mgr. of Country elvtr. (Line Co. only). 25 yrs. experience. Can handle lumber, coal, flour, feed, etc. Best ref. Prefer Ill. Married. Address L. P. Bowden, 503 N. 12 St., Sac City, Ia.

**POSITION Wanted** as Manager of Country elevator or grain solicitor. 9 yrs. experience buying and selling grain. Good bookkeeper and the best of references. Box 79, McCall, Illinois.

**POSITION WANTED** as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

**NOTICE TO GRAIN TRADE:** I am at liberty to offer my services, after about June 1st, to any good grain or seed firm. With present firm 6 yrs. and well acquainted with the trade in Kansas, Okla. and Texas. Write or wire me date for personal call. C. A. Polson, Hewins, Kansas.

**POSITION WANTED** as Manager of Farmers or Line elevator. 19 yrs. experience Flour mill and Elevator. Can handle books, typewriter, correspondence, help with elevator work. Good mixer with farmers. Married and family. Address Hustler, Box 9, Grain Dealers Journal, Chicago.

**WANTED, POSITION** with Farmers or Joint-acct. with Independent or Line Co., thoroughly understand country end of grain business; can furnish best of reference, and deliver the goods; also done track buying and selling; seven years' experience. Address C., Box 8, Grain Dealers Journal, Chicago.

**SITUATION WANTED** as Mgr. of country elevator or traveling solicitor. 11 years experience in grain and side lines; understand grading and mixing grain; hedging; married; sober, energetic. References, bond. Mo. Iowa or Neb. preferred. Address D. B., Box 9, Grain Dealers Journal, Chicago.

**POSITION Wanted—** By young man as Auditor or Traveling Superintendent of Elevators. Fifteen years' experience buying and selling grain. Familiar with all large terminal markets and well acquainted in the Northwest, Central and Southern States. Address S. T., Box 8, Grain Dealers Journal, Chicago.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**WANTED POSITION** as Manager of County Elevator; 2 yrs. experience. Reference, last employer. Address W. B., Box 6, Grain Dealers Journal, Chicago.

**WANTED—Position** as Mgr. Farmers elev.; 14 yrs. experience. Understand buying and selling grain. References. S. Dak., Minn., W. Iowa preferred. Address Ia., Box 8, Grain Dealers Journal, Chicago.

**WANTED—Position** as traveling solicitor for reliable grain firm or Manager of elevator. 14 years in the grain business. Address Results, Box 5, Grain Dealers Journal, Chicago.

**I WANT** a position. Can run warehouse, weigh grain, run engines, install elevator machinery, know good grain from bad and can furnish best of references. Address Chas., Box 8, Grain Dealers Journal, Chicago.

**POSITION WANTED** as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

**WANTED** a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

**POSITION** as bookkeeper or mgr. of mill or elvtr. Young man 6 yrs. experience. Manage office and mchy. Now employed but Co. closing out. Any location. R. L., Box 9, Grain Dealers Journal, Chicago.

**WANTED position** as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

**DESIRE POSITION** with exporting or grain commission house. Can buy and sell grain and hay. Have traveled grain and Alfalfa Belt for past seven years. Can also take care of correspondence. Twenty-eight years. Address Land, Box 9, Grain Dealers Journal, Chicago.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

**What have you?****FOR SALE**

An Elevator  
Machinery  
Seeds

**Do you want?**

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

**Grain Dealers Journal**

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

**HELP WANTED.**

**WANTED** A competent Manager for Farmers Elevator to handle grain, seeds and any merchandise we see fit to handle. State age, salary and A1 references required. Farmers Co-op. Union Elevator Co., Dickinson, N. Dak.

**EXPERIENCED Superintendent** wanted for transfer grain elevator at Ft. Wayne, Ind., about June 15 to July 1st. Give full details of former experience and your references in first letter. Must know grades. Address J. W. McMillen & Son, Van Wert, Ohio.

**WANTED—Man** who understands millwrighting and the operation of elevator machinery and who is capable of installing elevator equipment. Steady position for right man to work in Ohio and Indiana for manufacturer. Address Steady, Box 8, Grain Dealers Journal, Chicago.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

**INFORMATION WANTED.**

**CAIRO WEIGHTS!** We would like to hear from other shippers who have been going to Cairo with their grain, as to how their weights are holding out and at what elevators. F. E. Davis, Mgr. Mahomet Grain Co., Mahomet, Ill.

**STEAM ENGINES, BOILERS.**

**FOR SALE** 1 Sixty h.p. Heavy duty, slide valve, 12x16 Houston Stanwood & Gamble Engine, almost new. Gassaway Milling Co., Gassaway, W. Va.

**FOR SALE** 35 h.p. Upright Boiler, 2 yrs. old, in good condition; was covered with Hartford Ins. to April 15; price \$175 on cars. Starr Laundry Co., Elkhart, Ind.

**WANTED.**

**WANTED—Second-hand** Corliss engines and 100 to 150 h. p. boilers. Landreth Machinery Co., Joplin, Mo.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

**Affidavit of Weight**

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5½x8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

**GRAIN DEALERS JOURNAL**  
315 South LaSalle St. Chicago, Ill.



## ENGINES FOR SALE.

85 H.P. GAS ENGINE for sale. Good condition. 2 cylinder, 10" bore, 14" stroke. R. P. M. 250. Write Adv. Dept. ALLEN MOTOR CO., Fostoria, O.

BUCKEYE Engine Co., Salem, Ohio, engine for sale. 125 R. P. M. speed, flexible couplings, Thompson Governor, Girder frame. Nixon & VanDeventer, Attica, Ind.

### FOR SALE.

1—International 50 h.p. Gasoline or oil engine in perfect condition, only run 18 mo. Can see it running any time. Best of reasons for selling. Address Blind, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—One No. 1 gas engine, 20 h. p., almost new. I am anxious to dispose of it, as I have installed an electric motor. Also one 36"x12" tubular boiler, 25 h. p., also smokestack. All in good condition. John Rothmuller, Crete, Neb.

### FOR SALE.

One 50 h.p. Nagle Engine.  
One 65 h.p. Ball Engine.  
One 60 h.p. Westinghouse Motor, 220 volt, 800 r.p.m. All in first class condition. Address The Royal Brewing Company, Kansas City, Mo.

FOR SALE CHEAP One 10 H. Ingeco Engine using either Gasoline or Kerosene Oil. Our reason for selling this engine is that we have installed motor power. We have also some shafts & pulleys, belting with cups. Farmers Elevator Co., Forest City, Mo.

FOR SALE—New WITTE engines at less than usual second-hand prices. 2 H. P., \$29.95; 3 H. P., \$47.85; 4 H. P., \$64.75; 6 H. P., \$89.90; 8 H. P., \$129.80. Write for prices on 12, 16 and 22 H. P. All styles, Kerosene, Distillate, Gasoline, etc. Liberal trial offer. 5-year guarantee. Sold direct. Witte Engine Works, 3371 Oakland Ave., Kansas City, Mo.

### GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

## Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

**GRAIN DEALERS JOURNAL**  
La Salle St. Chicago, Ill.

## MACHINES FOR SALE.

FOR SALE 1—No. 10 Invincible Horizontal Oat Clipper in good condition. 1,500 bu. capacity. Cheap. Red Star Mill & Elevator Co., Wichita, Kans.

FOR SALE. One Cyclone Dust Collector in first-class condition. Made by S. Howes Co., their No. 9, 9 ft., 7 in. high. Price \$45.00. C. H. Yates, Oak Ridge, Virginia.

### FOR SALE

Second-hand machinery of a grain elevator, complete, including steam engine. Cheap. Hodges Brothers, Olathe, Kans.

TWO Monitor Receiving Separators, 2 Double Allis 9x18 rolls; 1 10 bu. Avery Auto. Scale; 1 Duplex pump, hot and cold water, 2,000 gal. per hr. Good order. P. J. Flynn, Supt. Harter Mfg. Co., Fostoria, O.

### FOR SALE.

3 No. 3 J. T. Smith Centrifugal Reels.  
2 No. 1 J. T. Smith " "  
5 Hexagon Reels; one double stand 6x16 rolls; 1 Mitchell Scroll and 75 h.p. Steam Engine.  
Co-operative Grain & Mfg. Co., Tiro, O.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr. etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,  
9 South Clinton St., Chicago, Ill

FOR SALE—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.

400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.  
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.

Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.

120 feet 2½" Iron Pipe.  
100 Feet 1½" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.  
431 to 437 S. Clinton St., Chicago, Illinois.

## MACHINES WANTED.

WANTED—A three-roll feed mill. Send description to J. R. Reeve, Hampton, Ia.

## MACHINES FOR SALE.

FOR SALE—1 40 h. p. gas engine in good condition. Price \$200.00; also 1 Monarch Ball Bearing Attrition Mill 18", used only 3 months. W. F. Wolfe, Athens, Mich.

### FOR SALE.

Three size 2 Gray's Patent flour dressers. Two of these in excellent condition. The third shows usage, but is in good condition physically.

One 125 bu. per hour Beal polisher and scourer in good condition. The iron frame and casing on this machine makes it almost non-destructible.

Iron pulleys of all sizes and description. Steel conveyors of all sizes and lengths.

Elevator boots. Several sizes; in good condition.

Shafting of various sizes and lengths. Wells-Abbott-Nieman Co., Schuyler, Neb.

## SCALES FOR SALE.

FOR SALE 2—60 bu. Fairbanks-Morse Hopper scale with computing beam, used very little, in perfect shape. Farmers Mill & Grain Co., Milnor, N. D.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

OVERSTOCKED with second-hand, refitted Portable, Dormant, Flour Sacking and Wagon Scales at reduced prices. Write now and save money. Howe Scale Co., St. Louis, Mo. "Manufacturers Sonander Automatic Grain Scales."

2—4-ton Fairbanks refitted scales with compound beam platform 14x8  
1—6-ton Fairbanks refitted scales with compound beam platform 14x8  
1—5-ton Fairbanks refitted scales with double beam platform 22x7  
1—4-ton Buffalo Scale with compound beam platform 14x8  
1—6-ton Buffalo Scale with compound beam platform 20x7

Prices will interest you.  
NEBRASKA SCALE & SUPPLY CO.,  
1104 Farnam St., Omaha, Neb.

### SCALE BARGAINS.

Newly Overhauled, Good Condition. Guaranteed. Immediate Shipment.

4, 5 and 6 ton Standard Wagon Scales.  
5, 6, 8 and 10 ton Fairbanks Wagon Scales.  
6 and 8 ton Howe and Columbia Wagon Scales.  
2,500 and 3,500 lb. Fairbanks Dormant Scales.

2,500 lb. Chicago and Buda Dormant Scales. Also Portable Scales.

Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

## Profit and Loss

## GRAIN DEALERS JOURNAL

315 So. La Salle St. Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....



## SEEDS FOR SALE—WANTED

## HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

## GRAIN WANTED.

WANTED—Off grade oats of all kinds. Mail liberal sample and will wire you best bid. The Wadsworth Feed Co., Warren, O.

## FEED FOR SALE.

WANTED A market for a fine soft feed meal from yellow corn. Write G. W. Keisling, Milford, Ind.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

## CHOICE WHITE SEED CORN

We have a limited amount of the famous Scioto Valley White corn suitable for seed. We guarantee satisfaction. Price \$1.10 f.o.b. Portsmouth, Ohio.

THE GRIMES-STREITMATTER GRAIN CO.

CRAVER-DICKINSON  
SEED COMPANY

Buffalo

Binghamton

Buy and Sell  
**TIMOTHY  
CLOVER  
ALSIKE  
ALFALFA  
POP CORN**

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## SEEDS FOR SALE.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

THOMASSON-MORRISON GRAIN CO.,  
Chattanooga, Tenn.

Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

MINNESOTA Grown seed Corn,  
North Dakota grown Brome Grass,  
Red River Valley Seed Potatoes,  
D. D. Simmons Company,  
The Moorhead Seed House, Moorhead, Minn.

FOR SALE—Whipperwill, Bunch Clay, Black & White Table, Peas. Early yellow Soy Beans, Long Red Peanuts, Hickory Kind and Prolific Seed Corn. Samples and prices on application.  
I. Wind & Co., Huntsville, Ala.

## SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

## SEED CORN

We have a very complete line of FIELD CORNS, White and Yellow Dent, Flints, etc. Mostly crop 1914. Write us for particulars.

SIoux CITY SEED & NURSERY CO.  
Sioux City, Iowa

## CANE SEED

Red Top (Sumach) in  
car lots, 1915 crop.

Delivered price on request.

The L. C. Adam Mercantile Co.  
Cedar Vale, Kansas

## WESTERN SEED &amp; IRRIGATION CO.

WHOLESALE SEED GROWERS

Offer High Test 1914 Seed Corn  
YELLOW DENT—HANDPICKED

King of the Earliest . . . . . \$1.85  
Pride of the North . . . . . 1.85  
Reid's Early . . . . . 1.60  
Funk's Early 90 Day . . . . . 1.75

Samples and special prices for  
commercial grade and car-  
loads upon request.

FREMONT

NEBRASKA

Directory  
Grass Seed Trade

## ATCHISON, KANS.

Mangelsdorf Bros. &amp; Co., The, wholesale seeds

## BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants  
Simpson & Co., W. A., seed merchants.

## BELFAST, IRELAND.

Lytle &amp; Sons, Ltd., John, Per. &amp; Ital. Ryegrass

## BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

## CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds

## CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small &amp; Co., W. H., seeds, grain and hay

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

## KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds  
Rudy-Patrick Seed Co., wholesale seeds.

## LONDON, ENGLAND.

LeMay &amp; Co., C. W., w'sale, exp. &amp; imp. fld. sd.

## LOUISVILLE, KY.

Lewis & Chambers, field seeds.  
Wood, Stubbs & Co., seedsmen.

## MACON, GA.

Georgia Seed Store, field and garden seeds

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

## MINNEAPOLIS, MINN.

Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

## NEW YORK, N. Y.

Radwaner, I. L., field &amp; grass seeds, exp., imptr.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sd.

## SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

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### SEEDS FOR SALE.

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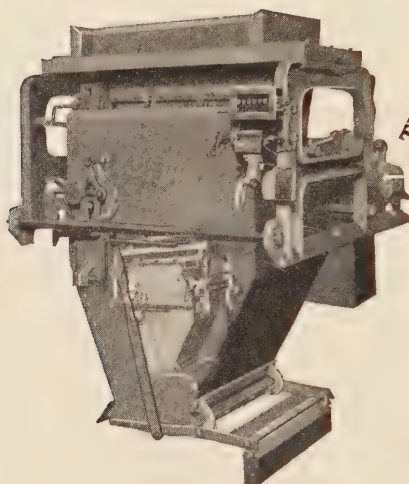


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## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 10, 1916

THE GRAIN DEALER who grants the contract to the lowest bidder does not always get a good or a desirable house.

YOUR NEW ELEVATOR is not modern if its running machinery is not well guarded and set screws counter-sunk, or protected by sheet iron collar.

IF STORING grain for growers has proved profitable, why not build supplementary storage bins and rent space to all comers, so as to increase the profits therefrom.

THE INFERIOR BELT may cost less to install, but if it breaks and closes the elevator at a time when the farmers are actively engaged in marketing their crops, its cost may be ten times the market price of the best belt obtainable.

STEEL ROOFING and siding may be very high priced just at present, but even so no elevator owner can afford to use wood shingles and siding, because the difference in the cost of insurance soon makes up the extra cost of the fire-proof covering.

CHOKEUPS ARE declared by a contributor to this number to be unnecessary, and if elevator builders will take the precaution to install check valves, grain will be prevented from filling the boot. Where boots are so protected from a flood of grain, it is never difficult to start the leg.

THE DISTRIBUTING SPOUT which makes it easy or possible to mix grains of different kinds or grades, against the elevator man's wishes, is out-of-date and should be discarded.

SELF-CLEANING BINS and sinks not only reduce the labor of handling grain thru the elevator, but they also reduce the opportunity for grain of different kinds to lodge and become mixed in dark corners, only to become a breeding place for grain infecting insects.

SO MANY men and children fall into grain bins the time has arrived when all bins should be covered over tight. When it is impossible for men or boys to get into a bin without first removing the cover and squirming around to get thru the small hole, no lives will be sacrificed to the suction of the grain bin.

ONE OF THE encouraging signs of the times is the more frequent placing of driers and conditioners in country elevators. It insures the placing of more grain in marketable condition, before it gets into the cars, and guarantees the shipper against heavy discounts, as well as insures him a better price for all his grain.

BLOWING DUST all over the elevator roof, the roofs of adjacent sheds and the surrounding landscape, may help to get the dust out of the elevator, but it is wasteful and dangerous. Country elevator men who will take the trouble to bag their screenings and dust can often obtain a handsome price for it in car-load lots.

GRAIN SHIPPERS who lost heavily last August, because carriers permitted their grain to remain on the lowlands in the Galveston yards, notwithstanding the weather bureau had issued warnings of the approaching storm, have not yet brought suit to enforce their demands for payment to cover loss incurred, but there is every reason to suppose that the time is not far distant when all will join in a common suit to determine whether or not the railroads performed their full duty to the shippers, when they continued to haul grain into Galveston, after the repeated warnings issued by the weather bureau.

BUILDING AN ELEVATOR without clearly drawn plans and explicit specifications is quite sure to result in a very unsatisfactory elevator, because neither the contractor or the grain dealer has a definite conception of exactly what is to be erected. When everything is put down in black and white, it is a comparatively easy matter for both to arrive at the same understanding about the house to be erected. The less time spent in clearly specifying exactly what is wanted before the building is started, the less difficulty will be experienced in getting it without extra cost.

GRAIN DEALERS who buy grain produced and shipped from points in Louisiana, will avoid embarrassing contentions by insisting upon price being quoted delivered. Then the railroad company will not attempt to collect the Louisiana produce tax of 1c a bu. from buyers in distant states, as is complained of in "Asked-Answered" dept.

GRAIN SHIPPERS should now be able to obtain cars more promptly, because the Interstate Commerce Com'n and some of the state commissions have issued orders doubling the demurrage charge on freight cars held more than 72 hours. Grain elevator men seldom delay cars either in loading or unloading. Their facilities for rapid work are such as to relieve them from demurrage charges, but they always suffer from the car famine when others delay the cars.

BARN BUILDERS erected so many elevators in years gone by which promptly fell in a heap, the experienced grain dealers no longer think of entrusting the construction of an elevator to the inexperienced or unreliable. The collapsed elevator is such an expensive proposition that none can afford to take chances on getting one, even tho the price is a few hundred dollars less than a staunch building which will withstand all stress and answer thoroly the purposes for which it was intended.

THE HIGH PRICE of gasoline is rapidly educating elevator men to the advantages of the oil engine, and carburetors which will make possible the use of kerosene. While the change from gasoline to the lower grade oils as fuel for operating the elevator may be accompanied with a temporary increase in the fire hazard of the country elevator, eventually the hazard will be reduced by the change. As men become accustomed to using the less volatile oils, less danger will accompany their use. It would be advisable, however, to continue all the precautions taken heretofore with gasoline.

MANY ELEVATOR MEN who are troubled frequently with weevil, meal moths, flour moths and other grain infesting insects, can trace their trouble directly to the dirty, dark corners of their plants. This is one trouble that seldom causes any grief to the grain dealer who owns a concrete or a steel elevator. Even tho all the insects known to the entomologist got into a concrete elevator, the grain dealer, by sweeping out and washing down his walls, floors and ceilings, could remove all the eggs, larva and bugs from his plant with one operation. The fireproof plants offer no hiding or breeding places for the pests, so they have little opportunity to remain long enough to multiply sufficiently to make trouble for the grain dealer.



CHATTEL MORTGAGES must be guarded against more carefully by grain buyers in Washington and in some other states as shown by the decision of the Supreme Court of Washington on "Purchase of Grain Covered by Chattel Mortgage," published in this number, making it unnecessary for the holder of the mortgage to claim ownership. The grain buyer becomes liable for destruction of lien when by mixing the grain with that of others he prevents the mortgagee from reaching the property.

MACHINERY CANNOT be installed in any kind of a plant with satisfactory results, unless it is taken care of. The manlift is no exception to the long established rule. Profiting by the experiences of several grain dealers who have pitched down the elevator shaft during recent years, builders of manlifts have made many improvements in this labor saver, so that with an occasional inspection, there should be no difficulty whatever in the manlift being kept in prime working condition all the time, but the old style lift is out-of-date and accompanied with too many dangers to be tolerated about the elevator.

HEAD PULLEY LAGGING is now used so extensively and so satisfactorily, it is going to be a very difficult matter for the mutual insurance companies to secure the discontinuance of its use, without proving beyond all doubt that it does materially increase the fire hazard of the leg. Everyone recognizes that the lagging materially increases the adhesion of the belt to the head pulley, and thereby increases its elevating capacity. Any convincing evidence that the lagging causes fire will be given serious consideration by the trade, but the unsupported statement that a lagged pulley is more likely to cause a fire than a smooth iron pulley will not be accepted as final by men who have used the lagging for years without having a fire in their elevator head.

THE GRAIN DEALER who proposes to improve his old elevator or build a new one (and there are a great number of them, as is evidenced by many news items in this number), cannot afford to install an engine which will give just sufficient power to operate the leg, or the sheller when the leg is idle. Everyone laughs at the little steamboat which was swished down stream by the current every time its power was used to blow the whistle. If you wish to avoid trying the patience of your farmer patrons, equip your legs with buckets large enough and with sufficient power to elevate grain faster than the farmers can dump it. Your facility in receiving grain will encourage others to come to you, and it will not be necessary to offer an extra cent, in order to pull grain away from well equipped elevators about you.

CORN CRIBS which are 20 ft. wide cannot be expected to keep grain from spoiling. This should be apparent to anyone who has knowledge of the keeping qualities of ear corn. Notwithstanding the many heavy losses suffered by grain dealers and farmers thruout the corn belt the last year, a grain dealer of central Illinois is now building a corn crib which is 20x40 ft. If he will burn the thing before he receives any ear corn, he will be money ahead.

THE PROTECTION afforded by tin roofs and iron siding cannot be overestimated. John E. Hughes of Culver, Kans., in a recent communication, telling us about the burning of his office and engine house, writes: "The fact that we had a tin roof on office and corrugated iron on the elevator saved the elevator. The tin roof kept down the sparks, even tho a hurricane was blowing." A better testimonial to iron protection should not be needed by the man who desires to prevent the destruction of his elevator by fire.

LIGHTNING RODS have proved so valuable in protecting grain elevators from lightning fires, all mutual companies specializing in grain elevators and their contents now allow a credit of 10c per hundred for the installation of standard lightning rods. Such equipment not only makes the plant a safer place in which to do business, but reduces the operating expense and insures the business against temporary suspension from the greatest of known causes of fires in grain elevators. A careful study of the schedule of fire insurance rates and credits allowed by the mutual companies specializing in grain elevators, for the various possible reductions in the known fire hazards, would profit any man who contemplates the erection of a new plant.

STUDDERED ELEVATORS, when properly constructed, are said to be just as well suited to the needs of the country grain dealer as any cribbed elevator ever built. Some progressive engineers who have long built nothing but cribbed houses, are now building studded elevators at much less cost for material and labor. The studded elevator does not settle and throw machinery out of alignment like the cribbed house, so telescoping is not necessary, and where five or six foot tie rods are placed across the corners of bins, no trouble is experienced with walls breaking out. No doubt if the studded elevator is properly supported and braced, it will last just as long as the cribbed elevator. It is barely possible that the cribbed elevator, where 20 penny spikes are used, would have greater resisting power to high winds, but even this difficulty can be overcome and the cost of country wood elevators materially reduced by properly supporting the studded elevator.

INASMUCH AS NONE of the terminal elevator operators has raised his voice for doors in the roofs of cars, to facilitate their easy and quick loading to full capacity, it would be difficult to convince any railroad man that the doors are necessary. Terminal elevator men do not use power loaders, but their loading spouts give the grain sufficient fall at the right angle to load the largest cars to full capacity without shoveling. The railroad men will no doubt reason that if cars can be loaded to capacity without shoveling at terminals, they can also be loaded to capacity at country points, if the elevator men will provide proper loading facilities.

RENDERING OF ACCOUNT SALES is being unduly delayed by many buyers and receivers in the Southwest. Two shippers have more than a score of cars outstanding after five months on which they have not been furnished outturn weights, even after repeated requests. Some of these cars undoubtedly will show a shortage that should have been collected by claim against the carrier, but the receiver by his negligent delay has rendered the collection of the claim impossible, as the four months' time limit for filing has expired. For the benefit of shippers who desire their grain handled in a prompt and businesslike manner it may become necessary to publish the names of the dilatory dealers.

UP TO THE time of our going to press, strut boards are running any way that suits the convenience or whim of the men who put up the head. It would not seem to make so much difference which way the strut board runs, so long as the throat of the delivery spout is properly placed to receive all the grain as it is thrown out from the cups when they pass over the head pulley. If the cups are properly placed on the belt, the head pulley kept true and the speed of the belt kept high enough to insure delivery of the grain at the mouth of the distributing spout, there would be little or no spill and nothing but dust to fall down the back leg, so when you are building the new legs in that new elevator, pay more attention to the opening end of the distributing spout, and it will not hurt your feelings any to comply with the regulations of the insurance companies to slant the strut board to the down leg. Several have suggested that the strut board be slanted to a point half way between the two leg casings, and the spill-over run into a bag, as is illustrated on page 724. This suggestion would seem to insure that the spill-over will not make any trouble between the belt and the boot pulley, and if the bags are emptied occasionally the dirt will not make any trouble with the head pulley.



WAGON SINKS which have openings large enough to admit a team of horses should be protected by iron grating. An elevator manager at Byron, Ill., recently experienced great difficulty in getting two horses out of his dump sink, in fact, it became necessary to erect a derrick in order to raise them. If a large hole is to be opened in the floor of the driveway, iron grating could be placed under the trap door and removed only when ear corn was to be received. Inasmuch as the elevators which receive ear corn into their dump are comparatively few in number, the dump dangers to farmers horses could be reduced 85 per cent, with little cost to the elevator owners.

RATS ARE CREDITED with destroying over \$500 worth of grain in the elevators at Reserve, Kansas, this year. Last week two elevator men killed 400 rats and many still remain at work destroying grain. Elevators with cement foundations, cement lined basements and wagon dumps, have little trouble from rats. Even corn cribs are now so constructed that it is very difficult for a rat to gain access to it. Concrete is one of the elevator man's best aids to relief from the rat trouble. Many new elevators, where concrete has been used liberally, are absolutely free from rats. The extra expense is so small none can afford to consider building a new elevator without using a protecting wall of cement against the destructive rodents.

GRAIN DEALERS everywhere will be pleased to learn that a bank in charge of a farm near Burden, Kans., failed in its attempt to force a neighboring grain dealer to act as rent collector for it, because its parsimony prevented its filing a copy of the lease properly acknowledged before a notary, with the county recorder. In other words, the Crawley County District Court refused to admit the lease as evidence, because it had not been acknowledged before a notary. In this case it seems that the bank took no steps to warn grain dealers in towns near to farm that it had a lien on the tenant's crop, until after the tenant had sold all of his grain and moved away. The practice of making the regularly established grain dealer hustle for the landlord's rent is not fair or reasonable, and if the landlords want protection they should at least take the precaution to drop a line to each grain dealer, as harvest approaches, and warn them of the existing lien on the crop. No grain dealer will knowingly connive with a tenant to assist him in escaping his liability to the land owner, and it is a very easy matter for the landlords to protect not only themselves, but also the grain dealers from trouble and loss. Their long established method of putting the entire burden on the man who is in the market to buy grain every day of the year is wrong.

CORN SHIPPERS who found either satisfaction or profit in selling "cool and sweet" corn should stand up and give their experience, because they are rare exceptions to the experience of most shippers who saw fit to contract corn of this uncertain quality. During the past winter we have been called upon a number of times to get the opinions of experts on what constituted "cool and sweet corn." The opportunity for differences of opinion has been brought out most forcibly, and served to emphasize the necessity of dealers who are desirous of knowing exactly what they are doing, to confine their sales and purchases to the established grades.

TOO MUCH confidence should not be placed in the tester kettle, as experience has proved that varying results can easily be obtained with the same grain and the same kettle. If the kettle be filled from the bottom of a measure of grain, or it be jammed full and then leveled off, it is sure to give a different result than if the grain be piled up on a bag or paper and the kettle filled from the light grain which is crowded to the outside of the pile. Another thing which cannot be overlooked is that brass kettle, poise and beam all are likely to become worn, especially where the beam is used for leveling off the top of the grain. This will insure incorrect results. An effort has been made to overcome this wear of the kettle by banding it both top and bottom with a steel rim and scraping the grain off top with a wooden stick.

## Look Out!

A dangerous confidence man is working in Northern and Central Iowa.

April 14 he called on a dealer in Northwestern Iowa, representing himself as traveling man for the Blanchard-Niswonger Grain Co. (Omaha), presented their card and arranged to have them call the manager, which some one did, and bought a car of wheat at \$1.22 per bushel delivered in Minneapolis.

He came back the second day and bid 39c for No. 3 White Oats. As he left the manager's office he remarked that he was going to get a check cashed. As he was a stranger in town, the manager took his \$35.00 check. It came back protested. He took two blank grain checks from the office while the manager was looking at a load of grain, one of which has been returned, drawn for \$32.40, this manager's name forged, and cashed by a druggist east of Des Moines, Iowa.

He goes under different names, is well dressed, about five feet six inches, 31 years old, weight 150 lbs., has a slim face, is slightly gray around the temples and badly tanned.

The Blanchard-Niswonger Grain Co. of Omaha have not authorized him to represent them.

AS THE CLOSE of another crop year approaches, the time would seem opportune for dealers who are disposed to place their business upon a profitable basis, to install an accounting system which will enable them easily to keep track of each department of their business, so that the unprofitable practices or lines of trade can be dropped. The man who does not introduce systematic methods in his business cannot determine with satisfactory accuracy what department is making money and what is losing. So many dealers are wasting much time on side lines the wonder is they are making anything from the grain business. The trouble is that most of them do not know.

## The Better Elevator Movement.

It is indeed gratifying to note the rapid marked improvement in the character of the elevators put up at both terminals and country points. The demand for more rapid handling facilities and better grain cleaning and improving facilities is growing thruout the trade, and it is but natural that the grain dealer, when building, should want the best obtainable. With the advancement now being made in the mechanical handling of bulk grain, the elevator which is up-to-date today will be behind the times five years hence.

Another note of encouragement is that the contractors who specialize in the designing and constructing of grain elevators are making an effort to point out the advantages of the properly erected, well constructed elevator, as well as the disadvantages of the cheap trap, put up by the barn builder.

With experience gained from a knowledge of elevators which have failed, grain dealers are studying more carefully the plans and specifications submitted to them for their new elevator, and they are also investigating the different grades and quality of materials and equipment, the strength and proper mixture of cement used in concrete foundations and sinks, and what is more, the cautious dealer is investigating the character of the work given by his contractor to his neighbors. With increasing discrimination on the part of the grain dealers, the poor builders will soon be eliminated and none but reliable, responsible builders, who are disposed to build honestly, will be able to get contracts at anything near the cost of the structure wanted.

The cheap house, even tho the design be fairly good, is seldom desirable. Many plants are so inconveniently arranged as to quickly increase the cost of handling the grain, and in some cases they mix it and waste it. What is more, the contractors who specialize in elevator buildings are recognizing the growing necessity of guarding more jealously their reputations for designing and erecting desirable elevators. They are coming to recognize (as one well known builder puts it), that "Quality is remembered long after the initial cost is forgotten."



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Injustice of the Federal Grades.

*Grain Dealers Journal:* In my opinion the present corn grading system needs considerable correction because it has raised the standard of the No. 3 grade as it existed before these grades took effect. It is an evident fact that a shipper or receiver can take two cars of No. 4 corn, one testing around 18.50 in moisture and the other 17.6 or 18%, mix the two together, and obtain two cars of No. 3 and possibly No. 2 corn.

Would the commercial value of this corn really be raised? Or would not the commercial value of the two cars of No. 3 or No. 2 corn be lower than the commercial value of the single car of No. 4 corn, which was graded No. 4 because it had 17.6 or 18% of moisture?

It is evident also that good No. 4 corn, containing 4% of fat, is worth more than No. 2 corn containing only 3½% of fat. By mixing the corn the percentage of fat in the whole is often greatly reduced. If the moisture test is going to continue as a standard we should reduce No. 3 to 18% and No. 4 to 20%, thus bringing the present standard nearer to that existing before the federal grades were inaugurated.

It will be interesting to hear the views of other grain men and especially Dr. J. W. T. Duvel, on this subject.—J. M. Rankin, Kan.

### Weight and Grade Certificates with Drafts in Full.

*Grain Dealers Journal:* The decision of the Board of Arbitration of the Minneapolis Chamber of Commerce on our contract with the St. John Grain Co., of Worthington, Minn., as reported in the Journal Mar. 10, page 408, is to the effect that Kansas City weights and grades were a part of the contract and certificates must be furnished before drafts can be collected.

This bears out our contention that, when contracts are based on certain weights and grades and demand drafts are made in full, then such weight and grade certificates must be furnished by the time drafts are presented.

We bought a certain number of cars of corn from the St. John Grain Co. on the basis of Kansas City weights and grades. There is no argument between us as to the terms, for our confirmation reads, "Kansas City weights and grades," and is so accepted and confirmed by them.

When corn was shipped on these contracts draft was made in full for every bushel of corn shown by shipper's invoices to be in the car, and demand draft was made B/L attached to cover same, no margins having been left to guarantee such Kansas City weights and grades.

On arrival of drafts in Oklahoma City bank we wired St. John Grain Co. asking them to instruct bank to hold drafts until the Kansas City weight and grade certificates, which were part of the con-

tract, could be furnished. This they declined to do.—C. W. Bleuler, mgr. Maney Export Co., Oklahoma City, Okla.

### Small Doors in Sides to Avoid Scooping.

*Grain Dealers Journal:* After reading the Journal on the pros and cons of doors in roofs of cars for loading grain, another improvement I would suggest is that, instead of the roof doors, to make small doors in the sides to admit the loading spout.

It is no fun to crawl into a car and scoop back wheat and other grains at the rate of 1,000 bus. an hour in the dust, impairing health, and then crawl out and have chills. I think the health authorities should take the matter up with the railroads and compel them to put in small doors on each side of the main door.

If we never ask for it we never will get what we want. The railroad companies never hesitate to go after what they need and some things they don't need.—J. L. Justice, Grainfield, Kan.

### Holes in Car Roofs Will Reduce Cost of Loading.

*Grain Dealers' Journal:* What is going to become of us if we as the greatest nation on earth are so weak that we cannot attach a little port hole attachment to our grain cars so they won't leak? The Fowler Car Company says that doors in the roofs of cars is impossible. The word impossible is some relation to the word can't, and we are all aware of the fact that "Can't" should never be used. We must wade into this deal with the spirit of forty-nine, go in to win.

While some of the boys say that they don't need doors in the roof, we wish to say that they don't need to use them if they don't want to. But we do say that if all grain cars had port holes in the top there is not a grain man on earth but what would use them, and by so doing he would save money, the railroad would make money and we would save many a poor fellow from shoveling grain in a car where the dust is thick enough to choke an elephant. Give us port holes in the roof and I will handle 200,000 bu. a year and not pay out one cent for help. Resp., Percy Reed, Ada, Kan.

### Beware of Poisonous Fumigation Gases.

*Grain Dealers Journal:* I have just read the article in the Journal (Apr. 25) on protecting seed corn from weevil and think the Journal should go into the answer more fully as the bisulfide of carbon is not only very explosive but also a very deadly poison if inhaled in sufficient quantities.

The hydrocyanic acid gas is also deadly poison, death being instantaneous if inhaled, and as the fumes from this gas rise the building should be fumigated from top to the bottom. The proper bulletins covering these methods of fumigation can be obtained from the Department of Agriculture at Washington.

There is another method which is more effective, better and less dangerous than either of the above to destroy the corn weevil and that is by heating the buildings containing the corn to about 125 degrees and keeping them at the above temperature from 48 to 60 hours. One

or two applications during the months of May and August will eliminate the weevil, as those are the two months in which the weevil breed more largely.

The Kansas Agricultural College can furnish bulletins covering this method completely.—Western Seed & Irrigation Co., Fremont, Neb.

### Favors Doors in Roofs of Cars.

*Grain Dealers Journal:* I greatly favor Percy Reed and W. B. Essick in their views. The doors very easily could be put on to eliminate all the so-called hazards of warping and letting in moisture.

Leaving them unlocked is only a matter of carelessness, which can happen with a side door. If the loader has any means of ascertaining the amount he is putting into the car he need not overload it thru the roof door.

Almost any gravity spout can be put into a hole in the roof, 10 or 12 ins. in diameter, which does away with the idea that some persons seem to have that the hole should take up a large space in the roof.

I have been in the grain business a great many years and have used all methods of loading, and while most of them are good when loading dry grain it is quite another matter when it comes to loading wet grain.

Certainly we can not hope to have them put on all cars at once, but on the new cars that are being built; and let us think of the coming generation of grain buyers, because if we don't get the doors in the roof they are doomed to make the acquaintance of the No. 12 scoop. It is a fact that the railroad companies furnish special cars for about every commodity with the exception of grain.—A. M. Holt, Nevada, Ia.

### Doors in Car Roofs Would Make More Trouble.

*Grain Dealers Journal:* At our elevator we have no use for doors in roofs of cars as we have a flexible spout to load with from a steel casing and we can load a 41-ft. car easily and do no scooping. In fact, we do not go in the car only when one end is full to change the spout to the other end.

When the car is full at both ends we board up tight the side, opposite from the one we put the spout in, then we disconnect the chain on flexible spout and take off four joints. With the shortened spout we fill the middle of the car without getting into the car and without eating dirt.

I have used this continually for the past four years and have had no trouble in loading any car. Of course the steel casing is in proper position and diverts the grain to the point desired.

I cannot see why any one should want doors in the roofs as that would give chance for water to get into the grain and if cars were long on the road as we frequently have them would cause much grain to be spoiled. I am afraid that doors so placed would give a chance for grain to be taken from the cars in transit.

Also there would be trouble in keeping the doors always on the cars. We often get cars without doors on the sides and ends, therefore I am not in favor of having any more openings to make us trouble. Yours respt., Alfred Cram with J. B. Backer, Shannon, Ill.



## Takes Exception to Provisions of New Fire Insurance Schedule.

*Grain Dealers Journal:* I have read the article on page 662 of the Grain Dealers Journal of April 25th, under the signature of George E. Traut, Illinois Inspector Grain Dealers Fire Insurance Co. In this article he sustains the position, and the rules of the fire insurance companies in regard to head pulleys and strut boards. But his reasons are self-condemnatory. Here are the reasons themselves, which show that the rules could hardly have been founded on crasser ignorance or vainer conceit. I quote that part on the subject of head pulleys:

"The writer has inspected perhaps one thousand of the twenty-two hundred elevators in the State of Illinois yet does not recall having seen but two where the lagged metal pulley was in use in the elevator head. In one of these the leg was 60 ft. from boot pulley to head pulley. The elevator was built by local builders who failed to allow sufficient room in the cupola for installing a head pulley of sufficient diameter. As a result the grain could not be elevated properly. When the cups were loaded to capacity the belt did slip and the slippage had to be overcome.

"The elevator owners as a class have no complaint to make against the regular plain faced metal pulley where they have a pulley of sufficient diameter. The slipping of the belt does not occur to any noticeable degree unless the diameter of the pulley is too small to permit the proper amount of belt surface or belt contact with the pulley as it revolves. It is the traction of the belt to the pulley surface that facilitates the elevating. Given ample surface the plain metal pulley will elevate the loaded cups just as well as will the lagged metal pulley.

"Granting that it takes, or may take, a larger metal pulley than lagged metal pulley to lift the cups in case of a choke-up with the belt standing still, the metal pulley will revolve much slower than will the small lagged pulley. Therefore, in case of a choke-up with the belt standing still, and the head pulley revolving the chances are all in favor of the elevator man being able to throw off the power before the belt burns and if the head pulley is not lagged.

"The insurance companies, elevator builders and elevator owners have not as yet been able to find a positive preventive for choke-ups, that will make a choke-up an impossibility. The insurance companies realize the fact that the elevator man is likely to have a choke-up at any time and they have endeavored to reduce the hazard to the minimum by prohibiting the lagging of the pulley."

On the subject of Strut Boards, he writes:

"The theory of hopping the head is for the sole purpose of diverting the grain that spills out of the cups, as they go over the head pulley to the legs."

The axiom will of course be admitted, that where there is error in the premises, any conclusions based on these premises, which being equally in error must fall.

Mr. Traut takes the untenable position openly and boldly, that the lifting or frictional power of a pulley depends upon its diameter. If he is in error in his views on this subject it will be admitted that it is useless to waste time in discussing his deductions from those views.

The highest engineering authorities extant are unanimous, in the declaration that the diameter of a pulley makes no difference in its frictional power. I doubt there is any authority, worthy consideration, that takes a contrary view.

I quote from Kent, Seventh Edition, page 886, paragraphs numbered 1-2-3, upon the subject and also upon the advisability and durability of lagging pulleys. He covers in this brief summary the conclusions of all the authorities.

"The adhesion of the belt to the pulley is the same—the arc or number of degrees of contact, aggregate tension or weight being the same—without reference to width of belt or diameter of pulley.

"A belt will slip just as readily on a pul-

ley four feet in diameter as it will on a pulley two feet in diameter, provided the conditions of the faces of the pulleys, the arc of contact, the tension, and the number of feet the belt travels per minute are the same in both cases.

"To obtain a greater amount of power from belts the pulleys may be covered with leather; this will allow the belts to run very slack and give 25% more durability."

Volumes have been published devoted to belting and pulleys, giving the character and methods adopted in making the tests. But all of them, without exception, I think, sustain this view expressed by Kent, that it is the arc of contact, and not the diameter, that determines the frictional power of a pulley. It would therefore seem advisable to first decide (if it needs any further decision, other than the evidence which I have produced), whether Mr. Traut's premises are sound before attempting to discuss his conclusions, which are based on those premises. It is incumbent on him to lay his foundation on more solid ground before he takes his dogmatic stand regarding the action of belts on head pulleys. Therefore, nothing more at present need be said on this point.

Other matters in his article are open to the same objection, but some of them are nevertheless proper subjects for discussion now. For instance, he says that

"Insurance companies, elevator builders and elevator owners have not as yet been able to find a positive preventive for choke-ups that will make a choke-up an impossibility."

This is an admission that a choke is the cause, the initial cause of fires. But he asserts that it is an irremediable cause. Hence, he applies his remedy for fires, to the head pulley—to the effect—that is produced by this cause.

He accepts a choke as inevitable by saying "They are liable to occur at any minute." This is a positive unequivocal assertion on the part of Mr. Traut. In language, it is more positive and direct than the assertion regarding the frictional principles of belts and pulleys.

In commenting on this later assertion the same axiom applies to it as to the former one.

If he is in error in this assertion, then the company's rules are in error that are based on it. The only question to first consider is, does Mr. Traut know any more about chokes than he knows about belts and pulleys? It is decidedly important to know this before we revolutionize the construction of elevators.

Nothing is proven and no good can result for one party to assert that "there is no preventive for chokes," and for another party to contradict him. It ought to be known, and known by the insurance companies, whether there is a preventive, or is not.

DO THEY KNOW? It certainly is a matter subject of proof. They can know. Do they know?

Elevator legs are not in such universal use as belts and pulleys. Hence there is no accepted authoritative literature on the subject. But the fact itself, that legs are in use every day that are absolutely non-chokable, that cannot be choked, is just as positively known, and their non-chokability is at all times just as subject of proof as is the frictional principle of pulleys and belts.

Of course there may be admitted into a boot, such foreign substances as a scantling, or a plow-share (and such have happened), which will lock the cups and constitute a choke. But foreign substances have lodged between belts and pulleys and for the moment invalidated the principle laid down by Kent.

But these exceptions only prove the rule and prove the principle in each instance.

There are intelligent, capable men in many states in this Union, who will testify and be willing to prove by test, that they have elevator legs that have been running for years without a choke. This subject is somewhat in the line of my endeavors, therefore I will assume to be spokesman for these men, and herewith make the open declaration, and will back it up by proof in any way that may be demanded, to the entire satisfaction of any insurance company, or any committee of competent men, that a leg can be installed in any elevator that will not, and that cannot be choked with ordinary shelled grains, under any test, however severe, that can be made.

The question to be solved in this discussion is not whether pulleys should be lagged, or how strut boards should be slanted: They are at best only effects from causes, symptoms of a disease. The question is more serious than that. It is over the radical rules of an insurance company, and the question to be solved is, does this insurance company know what it is talking about? For if it is shown that it does not know, then it is obvious that in promulgating their mischievous rules they are indirectly levying a tax upon all elevator owners to pay the penalty of their own ignorance.—Yours truly, Thos. F. Hall, Omaha, Neb.

## Leg Construction Taken Up with Contractors.

*Grain Dealers Journal:* We have noticed the articles in the Journal on lagged head pulleys and the design of strut board; but we refer all those matters to the Mutual Fire Prevention Bureau, as it takes up such questions with the manufacturers or contractors, rather than individual companies.—G. A. McKinney, sec'y. Millers Mutual Fire Ins. Ass'n of Illinois, Alton, Ill.

## Favors Strut Running to Up Leg at All Times.

*Grain Dealers Journal:* In the last few numbers of the Journal I have noticed several articles in regard to strut boards in elevator heads. It has been discussed pro and con by the best contractors and elevator men in the country.

I am a superintendent of construction and have favored the strut running to the up leg at all times. A head that is properly constructed and has the correct speed will not deliver any grain or dust to the strut board except in case of a choke-up. Then why not put the strut board in as shown in sketch herewith, and run the grain out from under the pulley?

I would like to hear what other builders think of this plan.—J. A. Yates.

## Lagging on Head Pulley Does Not Increase Fire Hazard.

*Grain Dealers' Journal:* We cannot understand for what reason lagging or rubber covering of head pulleys should be forbidden. During all the years we have manufactured that type of pulley, and our wide experience in connection therewith, we have never yet had one complaint from the user, nor have we had it brought to our attention that they brought about a certain element of fire risk.

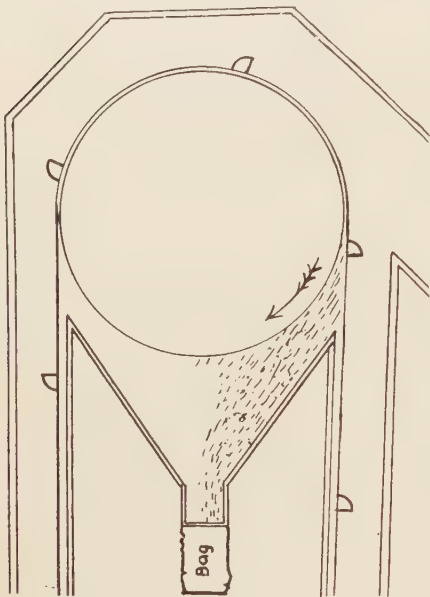
Under the circumstances we can only believe that the Fire Prevention Bureau is wrong in relation thereto in making



the ruling mentioned in your letter. We may be wrong, but in view of our experience in connection therewith we will have to be "shown." Very truly, Weller Manufacturing Co., W. H. Kaiser, Sec'y, Chicago.

### Catch Spill-Over with Bag.

*Grain Dealers Journal:* Many men prominent in the elevator construction business are recommending that strut



Bag to Catch Spill Over.

boards be so constructed as to divert grain spilled by buckets as they go over the head pulley down the back leg, while just as many favor the up leg. But none explain why it must go down either. The strut board could be made on the principle of the hopped bin bottom and a spout placed where the boards meet underneath the head pulley. This spout needs to be only 5 or 6 inches long and so arranged that a bag could be placed under it to catch what little grain is spilled. This bag would be filled once or twice a week, depending on the opening to the delivery spout and on how correctly the elevator is speeded. As no grain would be spilled down either leg all of the evils of friction and sparks, mentioned in recent numbers of the Journal, would be overcome.—Iowa Shipper.

### Hopper Under Head Pulley.

*Grain Dealers Journal:* A good way to test the proper manner to hopper under the head pulley, is to take the two elevator legs side by side, and hopper one to the down or back leg and the other to the up leg, have belts same tension, now overload your buckets so there will be considerable spill, you will soon find that the one hopped to the down leg will slip first. Why? Because in elevating grain from the back pit if the belt is not real tight it will slip with a full bucket, while in feeding from the front pit under same conditions, and with a full bucket the belt will not slip.

In filling the buckets from the rear the grain drops from the pit into the boot and the buckets must scoop up the grain as they travel around the boot pulley, and this scooping into the grain retards the motion of the belt, while in filling from the front or on the up turn of the buck-

ets, the grain falls by gravity into the buckets without retarding the motion of the belt. Actual experience in the handling of grain has demonstrated the foregoing facts in the operation of country elevators in Minnesota and South Dakota.

It may be that conditions in Illinois, where considerable ear corn and poorly cleaned shell corn is handled, the hopper should be to the down leg, however in our territory we have always favored hopping to the front or up leg.—Tri-State Mutual Grain Dealers Fire Ins. Co., E. H. Moreland, Secy., Luverne, Minn.

### Opposed to Advancing on Grain Until It Is Received.

*Grain Dealers Journal:* Numerous complaints have come to the Association from various members at different times concerning advancing money to grain growers on grain stored on the farm and also on their growing crops. The foolishness of this practice is too apparent to the thoughtful grain dealer for him to engage in it if not compelled by competition to do so. It is a menace to the grain business, contrary to best results on the farm and threatening the very life of the elevator grain business.

In no line of business is the margin so small as in the grain trade. The natural risk is great enough without speculating in uncertainties. The practice is not to the interest of the farmer and if persisted in will certainly result in the passing of the elevator.

Modern elevators are indispensable to the farmer's welfare, the community's interest and the common good. To assure their continuance safe methods only must be used.

We all realize that some farmers need more or less help getting started in a new country and, therefore, when their bank can not give the needed help it may be helpful in some cases to advance a reasonably safe amount of money, not to exceed 50 per cent, on grain in the elevator.

Several of the line elevator concerns have already issued instructions to their agents not to advance money on growing crops, or on grain stored on the farm. They are permitted, however, to advance money on grain when it is in possession of the elevator and stored therein. The expressions against the practice comes from grain dealers all over the territory. Yours truly, Northwestern Grain Dealers Assn, By H. N. Stockett, Sec'y.

A PUBLIC HEARING on the question of extending the existing quarantine against Indian corn from Java, India, and parts of Oceania was held on April 4, at the Department of Agriculture, Washington, D. C. A number of injurious corn diseases have been found in southeastern Asia, Australia, the Malayan Archipelago, Oceania, New Zealand, the Philippines, Japan, and adjacent islands. In view of the value and importance of the American corn crop, it is considered advisable to establish quarantines against all countries from which the diseases might reach the United States. Recent investigations have shown that maize in British India, Java, Formosa and the Philippine Islands is subject to destructive attacks of at least two and possibly three species of downy mildews. One of these is known to occur also in the Fiji Islands and Queensland, Australia; it attacks sugar cane as well as maize.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Elevating Ear Corn?

*Grain Dealers Journal:* Can an elevator leg be put in that will handle ear corn successfully, providing the ears are fed properly? How large a cup is needed and how much space is required between cups and sides of the leg?—Thomas & Harvey, Schoolcraft, Mich.

**Ans.:** Ear corn elevators are used successfully without any difficulty in feeding. The principal requirement is that the bucket must be larger than those that can be used for wheat, a good size being 14x7 inches. The 14x7 buckets should have a leg 12x18 inches inside, giving a clearance of 2 inches on each side.

### How to Exterminate Insect?

*Grain Dealers Journal:* Each spring for a number of years we have been bothered by an insect, which multiplies fast and can be found in the flour storage room in large numbers. We just can not get rid of them; and we believe that they do quite a little damage. It is hard to dispose of a bag of flour to the housewife if she happens to run across some of them inside the bag.

What is the insect, of which we inclose sample? Suggestions as to how to get rid of them will be appreciated.—Peter Backer & Son, Troy, Ind.

**Ans.:** The insect is the dark meal worm (*Tenebrio obscurus*, Linn.). The eggs are white and 1/20 inch long, deposited by the parent beetle in the meal, as high as 14 to 16 being laid in a single day. The eggs are adhesive and take on a thick coating of flour or meal. In two weeks the egg hatches into a white larva with dark brownish markings. This feeds voraciously and in three months attains maturity, remaining in that condition until the following spring, when it passes two weeks in the pupa stage, developing into the beetle, the adult insect being about 5/8 inch long as shown in the engraving, and of a dull black color. These fly by night and are attracted by strong light.

This insect breeds in dark unclean corners of mills and elevators, and in places apparently clean, will breed in cracks in the walls and floor. The bins should be constructed free from cracks and no rubbish should be allowed to accumulate in the building or on adjoining premises.

When cleanliness has failed to exterminate the insect they can be killed by heat, or by fumigation, the choice of method depending upon local conditions. If steam heat is available a temperature of 125 to 130 degrees F. maintained for at least 5 hours will kill all the insects. If fumigation must be resorted to carbon bisulfide will be effective if the storeroom can be made gas tight, as the bisulfide vapor is penetrating and will reach the insects inside of sacks or in a mass of grain. Hydrocyanic acid gas is more poisonous and more difficult to use and has less penetrating power.

Carbon bisulfide does not injure the grain or flour in any way. The liquid may



Dark Meal Worm.



be sprayed by a pump on the ceiling or sprinkled from a watering pot, or evaporated from shallow pans near the ceiling. The operator applying bisulfide by means of a spray may become intoxicated and be overcome, and should abandon the task if his sense of smell becomes benumbed, heart action quick or violent and mouth dry and parched. The intoxication may last for several hours.

Fire and naked lights must be kept away from the room until after it has been aired out, as the vapor mixed with air is explosive. The room to be fumigated must be made tight, as it is necessary to maintain the death atmosphere for several hours, and the higher the temperature the more deadly the gas. Ten pounds of carbon bisulfide to every 1,000 cubic feet of space to be treated should be sufficient.

## Louisiana Produce Tax?

*Grain Dealers Journal:* The State of Louisiana levies what they term a "produce tax" of 1c per bushel on all grain raised within the state. In taking out a B/L on grain raised within that state, it has to be stated on its face that the grain was native raised. The tax is figured out on the total bushels in the car at 1c per bushel and collected by the railroad agent at destination, whether within the state of Louisiana, or in any other state, and remitted for as we understand it, to the proper authorities.

We bought several cars from a Louisiana shipper at 60c per bushel f. o. b. cars shipping point, specifying in our wire making the purchase that the price was to be 60c NET f. o. b. cars his place. To arrive at the cost delivered Pine Bluff, we figured the regular freight rate as carried in the tariffs in effect, which rate is quoted at so much per 100, with nothing said therein as to any produce tax. This particular tariff is one applying only from Louisiana points to Arkansas points. When we go to pay the freight at the published rate, we are charged in addition this 1c produce tax on the bushel, and this tax we charge back to the shipper, who refuses to pay it, stating that our price was 60c NET, his contention being it was 60c net to him, while our position is that it was to cost us 60c net, and inasmuch as we did not know, and had no way of knowing thru any means within our control of the existence of this tax, while he did know about it, and failed to inform us of the fact, we do not feel like we should be called on to bear this tax.

Who should pay this 1c per bushel, as levied by the state of Louisiana.—Westbrook Grain & Milling Co., Pine Bluff, Ark.

*Ans.:* Buyer has a right to assume on a contract f. o. b. that all charges incident to putting on the car were paid by the seller. Having bot the grain free on board cars the buyer has the transportation charges to pay only. If the tax were an export tax, not payable unless the grain crossed the border buyer would have to pay the tax; but the only way the movement of the grain affects the tax is that the law gives the state a lien against the railroad for a penalty equal to double the amount of the tax if it was not paid by the producer.

Sec. 1, Act 65, 1894, provides that "produce liable to special assessment or forced contribution shall not be removed from the limits of the parish or levee district where grown until the special assessment or forced contribution shall have been paid." For violation of this law the owner or carrier is liable for double the amount of the tax. The assessor is required to list each year each grower and the number of acres of each, and the quantity of produce of each kind, and the tax is to be paid even if not removed from the state or parish. As the tax accrued before the grain was loaded it became the duty of the seller towards the buyer to see that the tax was paid. If, on account of the violation of the law the railroad company was penalized, the buyer on paying the freight should demand of the railroad company its authority for the collection and use that as the basis of a claim against the seller.

## Cost of Electric Power.

*Grain Dealers Journal:* What should be the cost to us per month of running the elevator with electric current from a power line?—J. H. Taylor, Pearl Town & Merc. Co., Pearl, Kan.

## Landlord's Lien and First Mortgage.

*Grain Dealers Journal:* Will a landlord's lien on the crop come previous to a first mortgage?

Is it not necessary for the landlord to have his contract with tenant of record?—S. Nason, Niagara Elevator Co., Niagara, N. D.

*Ans.:* The landlord has no rights as against the holder of a first mortgage on the real estate. The landlord has a superior right as against the holder of a first chattel mortgage on the crop, if his lien was created first. In North Dakota the landlord has no lien except as given him in the lease between himself and his tenant.

Under Sec. 6714, N. D. Statutes, "Other things being equal, different liens upon the same property have priority according to their time of creation."

Under a lease providing that title to crop shall remain in landlord until division tenant's mortgage of ungrown crops passes no title.—Savings Bank v. Canfield, 12 S. D. 330.

In North Dakota a chattel mortgage must be recorded.—Union Nat. Bank v. Quinn, 3 N. D. 193.

In North Dakota the law does not require the landlord to record his lease.

See late decision of Supreme Court of Washington on "Purchase of Grain Covered by Chattel Mortgage," published elsewhere in this number.

THE WHOLE ELABORATE SCHEME of supplying Canadian farmers with soldier help has fallen thru, because the farmers have refused to accept their offer for help. Louis Kon, Sup't of immigration for Manitoba, states that only a few dozen soldiers have been sent thru his office to work on farms.

## Coming Conventions.

May 23-24.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 26, 27.—Texas Grain Dealers' Ass'n at Fort Worth.

May 25, 27.—National Ass'n of Managers of Farmers' Elevator Companies at Kansas City, Mo.

June 7-8.—Iowa Seed Dealers Ass'n at Des Moines.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 6-7.—Ohio Grain Dealers' Ass'n at Cedar Point.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

## Suit to Recover Loss in Transit.

The Farmers Grain Co., of Dorans, Ill., has obtained a reversal of the decision of the Coles County Circuit Court, the Appellate Court ordering a new trial of its suit against the Illinois Central Railroad Co. to recover for loss on shipments of grain, both state and interstate.

Judgment went against the plaintiff in the lower court at Mattoon, which held the Farmers Grain Co., not being the lawful holder of the Bs/L, could not bring suit. The trial court also refused to admit the affidavits of the weighers or to permit the manager of the grain company to testify as to the value of the grain.

The Appellate Court reversed the decision of the lower court on every point, holding that the shipper was the lawful holder of the bill of lading and that the railroad company is liable for the loss of grain both in intrastate and interstate shipments.



The Grain Dealer who Postpones Improvement till Crop is Harvested will be the Chief Mourner.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ARKANSAS.

Pine Bluff, Ark., May 4.—Much needed rainfall covered southeast Arkansas May 3; corn probably 50% planted; acreage about same as last year; stand very good; plant looks well; weather averaging much below normal; determination among farmers diversify crops very strong.—Hightower Grain & Feed Co.

### IDAHO.

Reubens, Ida., May 5.—Crop conditions about normal but a little late.—J. C. Bibb, agt. Tri-State Warehouse Co.

Rathdrum, Ida., May 4.—Winter grain looking well; spring seeding finished with ground in fine condition.—S. D. Farnworth.

Weiser, Ida., May 8.—Outlook for coming crop poor for this section; if we have 30% of 1915 crop we will be satisfied; acreage will be reduced 50%; growing conditions bad.—H. J. Russell, prop. Weiser Roller Mill.

### INDIANA.

Sardinia, Ind., May 3.—About 50% plowing done; wheat 25% normal; oats look good; acreage 125%.—Geo. M. Claypole.

Upland, Ind., Apr. 29.—Wheat a failure here; over 90% plowed up; will have large acreage of corn and oats.—W. W. Pearson.

Yeoman, Ind., Apr. 26.—Oats look good; wheat improved wonderfully in last 3 weeks.—G. W. Hamil, of Yeoman Grain Co.

Jamestown, Ind., May 2.—Wheat in bad condition; about 90% acreage will be and has been plowed up; growing oats look good.—Farmers Elvtr. Co.

Riley, Ind., May 3.—Wheat light acreage; condition bad; do not think there will be over 20% of crop; oats acreage large and with favorable weather corn acreage will be largely increased this season.—H. W. Earley, agt. Paul Kuhn & Co.

Sedalia, Ind.—Wheat practically all winter killed; not more than 10% left standing; ground mostly seeded to oats; some little going into corn as season is getting late for oats; farmers think prospective season is favorable to a good oats and corn crop.—M. S. Hufford, mgr. Sedalia Elvtr. Co.

### ILLINOIS.

Swanwick, Ill., Apr. 19.—Have had 2 complete failures in wheat crop.—Robb Grain & Implement Co.

Plainview, Ill., Apr. 26.—Wheat crop will be small in this locality; expect good corn crop.—E. L. Craw.

Swanwick, Ill., Apr. 12.—Judging from present prospects there will be very little wheat to handle.—Robb Grain & Implement Co.

La Place, Ill., May 5.—Spring backward but farmers seem to be well along with work; little corn planted so far; planting will be in full swing next week.—V. Hawthorne.

Georgetown, Ill., May 3.—Wheat acreage much smaller than usual; yield will be light from present prospects; oats acreage average; look good; corn going in well; plenty of rain but need warm weather.—C. B. Spang.

### IOWA.

Riceville, Ia., May 3.—About half seeding done; late spring; weather cool and wet.—A. M. Davidson.

Raleigh, Ia., May 3.—Crops fair; had cold and rainy weather; warm today.—W. F. Schoning, agt. E. W. Oates & Co.

Little Cedar, Ia., May 4.—Seeding nearly all done; spring backward.—M. C. Houghton, mgr. Little Cedar Grain & Coal Co.

Callender, Ia., May 1.—Season backward for corn planting when we consider the weak seed corn that will be used.—Callender Grain Co.

Montezuma, Ia., May 4.—Farmers say ground works fine; weather has been cold but getting warm.—A. G. King, of King Grain & Feed Co.

Montgomery, Ia., May 3.—Seeding all done; some plowing for corn; some about ready to plant if weather permits.—J. Van Buskirk, agt. Stockdale & Maack Co.

Packard, Ia., May 4.—Seeding done in good shape in this locality; oats growing fine; need good warm weather for corn ground; not too much rain.—Agt. J. E. Miller.

Rake, Ia., May 4.—Seeding practically all done; weather continues cool with frequent showers; oats coming well; farmers now busy plowing and discing for corn.—Agt. Kuehl-Lammers Grain & Coal Co.

Rodman, Ia., May 3.—Crop conditions excellent; small increase in oats acreage; oats showing up fine; good stand; farmers getting ready to plant corn; weather cool with recent light frosts; no damage.—D. F. Slaughter, mgr. Turner & Frye.

Oakville, Ia., May 3.—Wheat prospect in this vicinity poor; fully 30% being plowed up; oats looking good; more sown this spring than for several years; corn planting will be late; too wet; can not get ground into condition for planting; corn acreage will be large account wheat being plowed up.—W. T. Lewis, agt. Davenport Elvtr. Co.

Des Moines, Ia., May 2.—Weather too cool for normal growth; farm work progressed rapidly; frost on Apr. 28 and May 2; moderate to heavy rain fell in all parts of state Apr. 29 and 30, which will help small grain and put soil in excellent condition for corn planting; all small grain except winter wheat is in fine condition; some wheat winter killed and some fields plowed up for oats and corn but have favorable reports of wheat from many sections.—Iowa Section, Weather Bureau, Dept. of Agriculture.

### KANSAS.

Hiawatha, Kan., May 3.—Wheat looks good but not as good as last year.—Ward Salisbury.

Lindsborg, Kan., May 4.—Local conditions of growing wheat could not be better.—Lindsborg Mill & Elvtr. Co.

Robinson, Kan., Apr. 25.—Growing wheat looks fine; corn planting will begin in few days.—John F. Brant, mgr. Farmers Union Ass'n.

Kellogg sta. (Winfield p. o.), Kan., May 1.—Wheat slow account cold weather; oats backward; corn nearly all planted.—I. S. Alton, agt. Baden Mills Co.

Potter, Kan., May 9.—Wheat and other crops look fine; plenty of moisture and good weather for corn planting; corn backward; ground cold.—Jas. Robinson.

Isabel, Kan., May 4.—Wheat prospect good; had plenty of moisture so far; weather has been so cold corn and oats are not doing good.—F. N. Strohl, agt. Larabee Mlg. Co.

Lehigh, Kan., May 4.—Growing wheat looks fine in this vicinity; plenty of moisture; good healthy growth; oats look good; corn acreage will be larger than last year.—Groening Bros.

Johnston sta. (Caldwell p. o.), Kan., May 8.—Wheat in poor shape; green bug in it; and then when they get thru the fly is there to take what is left, so there is poor show for wheat.—Jas. Gibson.

### KENTUCKY.

Franklin, Ky., May 2.—Good outlook for wheat crop.—E.

### MICHIGAN.

Lansing, Mich., May 6.—Condition of wheat in state is 81%; compared with 78% on Apr. 1; and 92% a year ago; about 5% will be plowed up on account of damage; damage by hessian fly, 3%. Condition of rye 88%, compared with 94% last year. Oats acreage sown or to be sown is 98% compared with last year.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Ulen, Minn., May 3.—Seeding now in full blast; about 1/3 wheat seeded.—Knutson & Moebeck.

Warren, Minn., May 6.—Owing to cold, wet weather all spring, wheat acreage will be considerably reduced from last year; probably 30%; outlook for spring wheat poor.—A. Melgard.

Priam sta. (Raymond p. o.), Minn., May 5.—Seeding about half done; fields in wet and soft condition; very little wheat seeded; most oats and barley; less corn than last year.—C. J. Berkeland, agt. New London Mlg. Co.

Taopi, Minn., May 1.—Oat seeding about half finished; no wheat and but little barley sown in this vicinity; oat acreage will be larger and corn acreage less than last year on account of failure of corn crop last year; spring 2 weeks late; weather wet and cold.—J. C. Folger.

Minneapolis, Minn., May 10.—Weather conditions the past week have been quite satisfactory from a crop standpoint in the states of Minnesota, North and South Dakota. We have had 3 or 4 days of fine growing weather, being warm and sunny with winds. This has dried up many of the wet spots, allowing a large amount of seeding to be completed. Some late reports, especially from North Dakota, advise that the very high winds May 7 and 8 may have caused some damage in certain localities by uncovering the seed. Showers would be welcome in places where this condition has occurred; many reports state that there will not be as much wheat disced in as first expected, except in the Minot territory. This indicates wherever possible there has been good ground preparation. The seeding of wheat will undoubtedly continue as late as May 15 and tho it seems about 3 weeks later than seeding last Spring, nearly all feel that it is fully as early, judging by the growth of general vegetation, prairie grass and budding of trees. Crop reports this week are more favorable than we had reason to expect.—The Van Dusen Harrington Co.

### MISSOURI.

Berger, Mo., May 9.—Wheat prospect poor.—F. P. Rathgeb, of Berger Mlg. Co.

Sturgeon, Mo., May 2.—Wheat looks some better; oats good; some corn planted; rain today. C. W. Glynn.

Olean, Mo., Apr. 27.—Wheat will make about 50% crop; about 25% plowed up; large corn acreage will be planted.—W. W. Walker, mgr. W. J. Hahn & Co.

Concordia, Mo., May 3.—Good prospects for normal wheat crop; oats look good; corn planting has not begun account wet weather.—J. S. Klingenberg & Son.

Elsberry, Mo., May 2.—Wheat in this locality below average; can not make over 1/3 average crop; some corn planted; oats doing good.—Hannibal Mill & Elvtr. Co., per B. D. Elsberry.

Barnett, Mo., May 8.—Wheat 55%; acreage reduced 10%; corn acreage normal; heavy rains delayed preparing ground; indications point to late crop; bumper crop oats promised with acreage increased 10%.—Barnett Elvtr. Co.

Paris, Mo., May 3.—Season backward account cool, cloudy weather with a little too much moisture; wheat looking some better; prospect for 3/4 crop with favorable weather; oats acreage large; stand good; need sunshine; farmers about half thru planting corn.—Sproul & Son.

Columbia, Mo., May 6.—Corn planted in Missouri is 19%; compared with 35% last year and 24% the 10-year average; preliminary estimate shows an increase in acreage of 8% over last year. Wheat condition 62.8%, which is 3% lower than a month ago. Estimate that 18% will be plowed up and replaced with other crops. Practically entire oat crop has been seeded; acreage estimated at 100.4% compared with last year; condition 89%.—State Board of Agriculture.

### NEBRASKA.

Schuyler, Neb., Apr. 29.—Oats seeding finished; weather unfavorable; cold and



dry; damage reports on wheat increasing.—E. W. Zerzan, mgr. Farmers Grain Co.

Hollinger, Neb., Apr. 26.—Wheat looks good.—Ziba Newton, agt. Central Granaries Co.

Berwyn, Neb., May 5.—Growing wheat looks good; needs rain; oats late; little corn planted; too cold.—Miller & Wirt.

Dixon, Neb., May 5.—Crop conditions in general good, altho ground is a little dry; small grain all sown; barley acreage increased.—A. W. Glasgow, agt. McCaull-Webster Elvtr. Co.

Monroe, Neb., May 3.—Winter wheat looks fine; outlook for good crop encouraging; weather cool; oats backward; spring has been somewhat dry and farmers are well along with their work; many ready to plant corn but waiting for more favorable weather.—John Gibbons, agt. T. B. Hord Grain Co.

Beatrice, Neb., Apr. 29.—Wheat in eastern part of state spotted; some good and some bad; Nebraska will do fine if it has 56% of the wheat it had in 1915; that is a high estimate; corn planting will be over in a week with good weather; oats small acreage; coming up; cold, backward spring; plenty of moisture but need warm weather.—H. S. Tonnemaker.

## NORTH DAKOTA.

Kenaston, N. D., May 6.—Spring very backward; wheat acreage will be 25% under average.—W. F. Rhea, agt. National Elvtr. Co.

Dickinson, N. D., Apr. 24.—Very little seeding done owing to so much rain and snow; practically no fall plowing.—McGillivray Elvtr. Co.

Jessie, N. D., May 8.—Wind for past 2 days has damaged wheat some; has been blown out of ground.—Farmers Elvtr. Co., per E. Regloff, mgr.

Rugby, N. D., May 4.—Seeding of wheat about half done; spring work about 3 weeks late account bad weather; wheat acreage about 20% lower.—Wm. C. Hostbjoer.

Hartland, N. D., May 6.—Seeding away behind; acreage will be cut at least a third as there was but a small amount of plowing done last fall; very little wheat sown as yet.—Farmers Elvtr. Co.

## OHIO.

Thornville, O., May 3.—Wheat looking bad.—H. H. Edmund.

Columbus, O., May 1.—Wheat condition compared with an average 65%; damaged by hessian fly 2%; damaged by other insects 1%; oats acreage this year compared with 1915 is 95%, or 1,320,038 acres; spring barley acreage 90%; winter barley condition 76%; barley sown last fall 30%; barley sown this spring 70%; rye condition 80%.—State Board of Agriculture.

## OKLAHOMA.

Burlington, Okla., May 1.—Wheat in this vicinity in fine condition; promise of bumper crop.—G. W. Lousignont, mgr. Kansas Flour Mills Co.

Carnegie, Okla., Apr. 29.—Crops looking good; wheat about 75% of last year; corn up; most of it is fair stand; few oats sowed.—J. R. Thomas.

Camargo, Okla., May 1.—Wheat looking fine with increased acreage over last year; corn planting well under way; will have usual acreage of corn.—Walter Hunsaker.

Cleora, Okla., Apr. 27.—Oats and wheat look well; corn a little later than last year but some of it is up with good stand.—Cleora Grain Co., per E. W.

Oklahoma City, Okla., May 1.—Winter wheat condition 78%, which is an increase of 11% over last month; not damaged to any extent by late freezes; damage 9% which is mostly in eastern part of state. Growing condition should reach 85% during May, providing the wheat is not infested with insects or set back by weather; average condition of wheat belt is 83%. Corn condition 74%; damaged 16% account cold weather; in many cases is being replanted. Oats condition 81%, which is an increase of 6% over last month; damage 7%. Every county reports plenty of moisture.—State Board of Agriculture.

## PENNSYLVANIA.

West Newton, Pa., Apr. 29.—Wheat looks fine; oats seeding late; farm hands scarce and farms will be neglected account other industries paying such attractive wages.—Weddle & Sutton.

## SOUTH DAKOTA.

Yankton, S. D., May 4.—Crop outlook for 1916 about normal, altho spring is cold and somewhat backward.—H. De Camp.

New Underwood, S. D., Apr. 18.—Spring seeding nearly all done; winter wheat shows up well in last week; lots of ground to be broken this season; are looking for a bumper crop in this territory.—J. H. Borin, mgr.

## TENNESSEE.

Covington, Tenn., May 3.—Crops in our section looking good; think acreage will be cut 25%.—Paul Anderson, of Marks & Anderson.

## TEXAS.

Ft. Worth, Tex., Apr. 29.—Wheat acreage 67½%; condition 77%; oats acreage 84%; condition 89%; corn acreage 92½%;

condition 82½%.—H. B. Dorsey, sec'y Texas G. D. A.

Whitesboro, Tex., May 6.—Grain prospects very poor; practically no wheat crop; oats very backward and poor stand.—Sadler Shelton & Crabtree.

## WISCONSIN.

Alma Center, Wis., May 3.—Winter grain all killed by ice; heavy acreage of corn to be planted; buckwheat acreage will be increased.—M. M. Riggs, of Alma Center Produce Co.

## Government Crop Report.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Crop Estimates estimates on May 1 the area of winter wheat to be harvested was about 33,020,000 acres, or 11.4 per cent (4,236,000 acres) less than the acreage planted last autumn, and 18.4 per cent (7,433,000 acres) less than the acreage harvested last year, viz., 40,453,000 acres.

The average condition of winter wheat on May 1 was 82.4, compared with 78.3 on April 1, 92.9 on May 1, 1915, and 87.5, the average for the past ten years on May 1.

A condition of 82.4 per cent on May 1 is indicative of a yield per acre of approximately 15.1 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 15.1 bus. per acre would produce 499,280,000 bus., or 23.8% less than in 1915, 27.1% less than in 1914, and 4.6% less than in 1913.

Details for winter wheat states follow:

State.	Acres remaining to be harvested.	Condition May 1.		10-yr. av., pct.	Forecast 1916 from May 1 condition, bushels.
		1916, per cent.	1915, per cent.		
N. Y. ...	375,000	91	93	89	7,849,000
N. J. ...	81,000	94	81	91	1,485,000
Penn. ...	1,391,000	90	80	90	24,161,000
Del. ...	124,000	85	84	92	1,897,000
Md. ...	640,000	86	83	92	9,907,000
Va. ...	1,344,000	92	86	93	17,311,000
W. Va. ...	320,000	90	90	91	4,234,000
N. C. ...	985,000	88	89	90	10,228,000
S. C. ...	226,000	77	82	85	2,280,000
Ga. ...	334,000	88	83	88	3,850,000
Ohio ...	1,482,000	69	92	84	19,940,000
Ind. ...	1,579,000	65	93	84	19,193,000
Ill. ...	1,494,000	62	92	85	18,062,000
Mich. ...	743,000	79	92	83	12,326,000
Wis. ...	81,000	81	91	88	1,483,000
Minn. ...	51,000	78	93	..	855,000
Iowa ...	336,000	80	97	90	6,586,000
Mo. ...	1,784,000	70	92	87	21,854,000
S. D. ...	126,000	90	100	..	2,268,000
Neb. ...	3,175,000	89	99	88	59,341,000
Kan. ...	7,440,000	85	93	84	110,670,000
Ky. ...	910,000	87	78	88	11,321,000
Tenn. ...	886,000	89	85	90	10,251,000
Ala. ...	111,000	86	81	88	1,288,000
Miss. ...	7,000	85	84	87	89,000
Tex. ...	993,000	74	96	81	11,830,000
Okla. ...	2,640,000	83	88	86	33,525,000
Ark. ...	232,000	87	97	90	2,685,000
Mont. ...	480,000	83	94	94*	11,155,000
Wyo. ...	61,000	92	97	95*	1,544,000
Colo. ...	310,000	88	97	92*	7,093,000
N. M. ...	66,000	91	99	90*	1,471,000
Ariz. ...	40,000	95	99	95†	1,197,000
Utah ...	251,000	97	95	94*	6,208,000
Nev. ...	27,000	97	95	97*	681,000
Ida. ...	344,000	93	96	96	9,438,000
W'sh. ...	694,000	84	98	95	16,323,000
Ore. ...	543,000	95	95	96	12,380,000
Cal. ...	314,000	78	92	81	5,021,000

U. S. 33,020,000 82.4 92.9 87.5 499,280,000

\*Seven-year average. †Six-year average.

§Five-year average. ‡Four-year average.

Rye condition on May 1 was 88.7, compared with 87.8 on April 1, 93.3 on May 1, 1915, and 90.6, the average for the past ten years on May 1.

Of spring plowing 70.4% was completed up to May 1, compared with 78.3 on May 1, 1915, and ten-year average on May 1 of 68.6.

Of spring planting 56.7% was completed up to May 1, compared with 65.3 on May 1, 1915, and a ten-year average on May 1 of 55.9.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. K. & T. 10119, loaded with shelled corn, was set out at Forest City, Mo., May 7, in bad order. The drawbar was pulled out causing a leak.—H. E. Combs, mgr. Farmers Elvtr. Co.

246263 passed thru Sheldon, Ill., May 1, eastbound, via T. P. & W., leaking white corn badly. Could not get the initials of car.—F. L. Eastburn.

C. M. & P. S. 200836 was set out at Buckingham, Ia., Apr. 23, leaking oats at side about 4 ft. from corner post; bulged out badly. I repaired it the best I could.—John Knepe, agt. Independent Grain & Lumber Co.

## The Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus. ....	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1 to May 6, bus. ....	473,712,000	405,363,000
U. S. wheat exports, July 1 to May 6, bus. ....	477,636,000	409,113,000
Argentine wheat exports, Jan. 1 to May 6, bus. ....	128,768,000	91,394,000
Wheat, visible supply, May 6, bus. ....	46,876,000	25,330,000
Canadian visible wheat supply, May 3, bus. ....	26,991,816	10,652,679
OATS CROP, U. S., bus. ....	1,517,478,000	1,141,060,000
Oats receipts, primary markets, Aug. 1 to May 6, bus. ....	244,658,000	239,075,000
U. S. oats exports, July 1 to May 6, bus. ....	83,567,000	74,827,000
Oats, visible supply, May 6, bus. ....	11,948,000	9,865,000
CORN CROP, U. S., bus. ....	3,090,509,000	2,672,804,000
Corn receipts, primary markets, Nov. 1 to May 6, bus. ....	157,024,000	170,635,000
U. S. corn exports, July 1 to May 6, bus. ....	22,900,000	33,897,000
Argentine corn exports, Apr. 1 to May 6, bus. ....	168,903,000	153,513,000
Corn, visible supply, May 6, bus. ....	19,009,000	18,601,000
FLOUR EXPORTS, U. S., July 1 to May 6, bbls. ....	15,284,000	13,566,000
RYE EXPORTS, U. S., July 1 to May 6, bus. ....	12,162,000	11,835,000
BARLEY EXPORTS, U. S., July 1 to May 6, bus. ....	20,543,000	9,401,000
CHICAGO BOARD OF TRADE CLEARINGS FOR APRIL, ....	\$8,801,467	\$6,875,824



# Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

## COLORADO.

Denver, Colo., May 3.—About 25% last year's crop in farmers hands.—Farmers Grain Co.

Briston, Colo., May 5.—No much movement of grain at present as there is nearly enuf to supply local demands.—J. E. Gordon.

## IDAHO.

Rathdrum, Ida., May 4.—Grain high and being picked up fast; oats \$1.25 cwt.—S. D. Farnsworth.

Glasford, Ill., May 3.—Quite a bit of grain in surrounding country still being held back by farmers; look for it to be moved as soon as the weather clears.—Farmers Lumbar & Grain Co.

## ILLINOIS.

Georgetown, Ill., May 3.—About 25% corn and oats in farmers' hands; no wheat to speak of; very little moving.—C. B. Spang.

La Place, Ill., May 5.—Cars scarce and dealers hesitate to stack up corn in elvtrs. with germinating close at hand.—V. Hawthorne.

## INDIANA.

Sardinia, Ind., May 3.—Some old wheat in farmers hands.—Geo. M. Claypole.

Greensburg, Ind., May 5.—No corn in this section for market; farmers feeding all they can get.—J. H. Anderson, mgr. Sandusky Farmers Elvtr. Co.

Syracuse, Ind., May 3.—Unusual amount of wheat and oats held by farmers; not much being marketed; farmers bullish and holding.—A. W. Struley, of Syracuse Elvtr. Co.

## IOWA.

Earlville, Ia., May 3.—Shipping in corn and feed which meets a ready demand.—H. J. Pitcher & Son.

Oakville, Ia., May 3.—Wheat, corn and oats nearly all marketed.—W. T. Lewis, agt. Davenport Elvtr. Co.

## KANSAS.

Formosa, Kan., May 6.—Not much grain moving.—S. G. Mahaffey.

Junction City, Kan., May 8.—Little wheat moving.—Hogan Mfg. Co.

Luray, Kan., May 6.—Very little wheat in farmers hands.—A. M. Cochran.

Inman, Kan., May 8.—Movement light as farmers are busy planting.—D. J. Razlaff.

Wilson, Kan., May 6.—Farmers selling freely for this time of year.—B. F. Snider.

Moundridge, Kan., May 6.—Grain movement very slow.—Agt., Kansas Flour Mills Co.

## Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,256,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,680,000	7,062,000	2,095,000	850,000
Jan. 22	7,247,000	5,664,000	1,568,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,960,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,748,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,873,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,653,000	1,116,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,889,000	4,071,000	3,424,000	1,364,000
Mar. 25	7,439,000	5,034,000	2,581,000	3,214,000
Apr. 1	5,944,000	7,082,000	2,797,000	3,168,000
Apr. 8	6,701,000	4,500,000	2,695,000	2,399,000
Apr. 15	6,708,000	4,915,000	2,107,000	4,141,000
Apr. 22	7,163,000	7,537,000	1,554,000	5,137,000
Apr. 29	5,680,000	5,563,000	3,286,000	4,414,000
May 6	7,630,000	3,906,000	2,448,000	2,060,000
July 3 to				
May 6	289,725,000	268,210,000	92,137,000	79,210,000

Clifton, Kan., May 8.—About 15% wheat and 40% corn in farmers hands.—C. D. Marshall.

Potter, Kan., May 6.—About 20% old wheat and corn in farmers hands.—Jas. Robinson.

Clyde Kan.—About 10% wheat in farmers hands.—J. P. Sager, mgr. Clyde Mill & Elvtr. Co.

Lindsborg, Kan., May 6.—About 15% wheat in farmers hands.—Lindsborg Mill & Elvtr. Co.

Carden, Kan., May 8.—About 15% wheat and 20% corn back in farmers hands.—J. E. Andrews.

Hiawatha, Kan., May 3.—About 25% corn and 15% wheat remains to be shipped.—Ward Salisbury.

Ellsworth, Kan., May 6.—About 10% wheat in farmers hands here and at Vesper and Lincoln.—S.

Sabetha, Kan., May 7.—About 20% wheat and 40% corn in farmers hands.—C. L. Parker, mgr. Derby Grain Co.

Robinson, Kan., Apr. 25.—Considerable amount of corn in farmers' hands.—John F. Brant, mgr. Farmers Union Ass'n.

## MICHIGAN.

Adrian, Mich., May 3.—Very little grain moving from farmers now.—Jas. Stevenson & Son.

Lansing, Mich., May 6.—The total number of bus. of wheat marketed by farmers in April at flouring mills, elvtrs. and to grain dealers is 137,932 bus. The estimated total number of bus. marketed in the 9 months, August-April, is 7,500,000 bus. The amount remaining in farmers hands after deducting 2,500,000 bus. for seed and home consumption is 5,494,517 bus.—Coleman C. Vaughan, sec'y of state.

## MISSOURI.

Paris, Mo., May 3.—Not shipping grain in nor out at present; have enuf to supply home needs.—Sproul & Son.

Wheeling, Mo., May 6.—Grain practically all on market in this section.—F. L. Smiley, local mgr. O. A. Talbott Co.

Forest City, Mo., May 8.—Not much grain coming in as farmers are busy planting.—H. E. Combs, mgr. Farmers Elvtr. Co.

Montezuma, Ia., May 4.—Considerable old 1914 corn in farmers hands; some 1915 corn back yet; good lot of 1915 oats back, but expect some movement after corn planting. A. G. King, of King Grain & Feed Co.

## MINNESOTA.

Northfield, Minn., May 1.—Farmers holding wheat for \$1.25.—C. D. Orr.

## Rye Movement in April.

Receipts and shipments of rye at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	988,245	883,333	858,678	604,754
Chicago	345,000	172,000	463,000	73,000
Minneapolis	244,840	93,980	343,620	132,480
Milwaukee	230,940	102,600	239,076	65,460
St. Louis	79,200	9,900	75,230	9,350
Duluth	77,117	9,662	71,579	40,863
New York	54,950	.....	66	.....
Cincinnati	51,017	155,652	25,072	47,452
Toledo	22,500	3,000	7,000	9,600
Kansas City	15,400	26,400	15,400	8,800
Detroit	5,000	25,000	104,000	22,000
Wichita	4,000	4,000	4,000	4,000
Indianapolis	2,000	.....	6,000	.....

## Barley Movement in April.

Receipts and shipments of barley at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	1,744,010	955,200	2,536,450	1,495,770
Chicago	2,263,000	1,340,000	1,296,000	532,000
Milwaukee	1,111,060	731,280	400,031	304,224
Baltimore	466,182	267,071	405,010	127,441
New York	1,595,800	.....	538,442	.....
Winnipeg	360,450	301,600	.....	.....
Duluth	318,214	64,234	651,956	633,729
Kansas City	138,600	79,800	158,200	103,600
Cincinnati	36,191	170,838	1,927	13,356
St. Louis	33,600	127,200	5,780	17,020
San Francisco,				
tons	18,097	25,127	.....	.....
Toledo	1,090	1,090	.....	.....

Redwood Falls, Minn., May 6.—Last year's crop about all marketed.—J. F. Knudson, agt. Bingham Bros.

## MONTANA.

Helena, Mont., May 3.—Most of grain grown in this vicinity consumed locally; very little shipped out.—J. E. Templeton, chief state grain inspector.

## NEBRASKA.

Monroe, Neb., May 3.—Very little grain in farmers' hands.—John Gibbons, agt. T. B. Hord Grain Co.

Holbrook, Neb., May 5.—Grain movement from farms greatly lessened as farmers busy in fields.—Rankin Bros., per D. L. Bengston, mgr.

Benkelman, Neb., May 8.—Grain movement practically stopped but expect considerable movement when corn planting is over.—Fred Kockrow, mgr. Benkelman Equity Exchange.

## OKLAHOMA.

Hollister, Okla., May 5.—Practically all grain sold.—A. D. Winsor.

Fay, Okla., May 4.—Grain moving slowly.—A. M. Gates, agt. Thomas Mfg. Co.

Indianapolis, Okla., May 4.—Grain not moving freely; about 15% in farmers hands.—Weatherford Mfg. Co., per A. E. A.

## NORTH DAKOTA.

Osnabrock, N. D., May 5.—Nearly all wheat has been marketed; but there will be considerable oats and barley to market after seeding.—E. E. Amerman, agt. Northwestern Elvtr. Co.

## Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	15,068,400	6,744,375	3,882,920	2,632,470
Minneapolis	7,623,700	3,513,450	6,729,000	1,902,000
Chicago	7,744,000	2,518,000	5,306,702	.....
New York	5,954,880	.....	5,306,702	.....
Baltimore	4,162,230	2,044,970	3,915,274	1,963,740
Kan. City	3,696,300	2,398,950	3,685,500	1,645,650
Duluth	2,448,749	1,853,896	6,313,351	8,741,034
St. Louis	2,426,181	1,174,203	1,807,610	895,430
Wichita	1,350,000	903,600	675,000	567,800
Milwaukee	488,800	286,250	157,992	108,726
Cincinnati	327,726	899,370	239,523	656,225
Toledo	142,000	322,000	367,000	159,600
Indianapolis	101,000	122,000	12,000	25,000
Detroit	97,000	113,000	64,000	179,000
San Francisco,				
tons	6,125	3,329	.....	.....
Galveston	.....	.....	1,896,000	2,709,450

## Corn Movement in April.

Receipts and shipments of corn at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	4,650,000	3,877,000	4,513,000	9,309,000
Kansas City	2,672,500	1,457,500	3,387,500	2,370,000
St. Louis	2,454,710	2,121,695	1,423,900	1,083,610
Baltimore	1,521,186	2,640,345	1,181,259	4,320,151
Indianapolis	1,354,000	1,092,000	449,000	443,000
Cincinnati	730,463	3,077,248	192,132	2,001,222
Milwaukee	564,140	616,975	1,085,280	1,390,054
New York	422,300	.....	182,362	.....
Minneapolis	243,840	876,840	360,500	932,740
Wichita	176,800	95,700	96,300	36,600
Toledo	144,000	363,600	214,000	184,800
Detroit	125,000	68,000	354,000	400,000
Duluth	.....	16,484	.....	1,948,509
San Francisco,				
tons	1,060	1,047	.....	.....
Galveston	.....	.....	538,137	.....

## Oats Movement in April.

Receipts and shipments of oats at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	9,546,000	6,712,000	10,018,000	8,924,000
Winnipeg	6,266,500	2,036,800	.....	.....
Baltimore	3,746,030	5,162,272	3,764,732	5,007,988
New York	3,537,580	.....	1,097,437	.....
Milwaukee	2,966,650	1,582,700	2,519,982	2,667,073
Minneapolis	2,898,120	870,170	4,403,300	2,746,910
St. Louis	1,135,000	1,810,500	713,850	1,649,320
Indianapolis	884,000	483,000	347,000	273,000
Cincinnati	536,725	1,875,149	448,308	1,476,557
Duluth	418,663	571,449	1,693,899	3,022,334
Kansas City	307,700	544,000	207,000	746,300
Detroit	300,000	272,000	100,000	74,000
Toledo	132,000	967,200	142,000	702,300
Wichita	5,000	20,000	5,000	17,000
San Francisco,				
tons	2,064	2,352	.....	.....



## OHIO.

Xenia, O., May 3.—Grain movement quiet.—Belden Mlg. Co.

Thornville, O., May 3.—Considerable old wheat in the county.—H. H. Edmund.

## SOUTH DAKOTA.

Estelline, S. D., Apr. 29.—About 15% of last season's crop in farmers hands.—Thos. Ford.

New Underwood, S. D., Apr. 18.—Most of grain not sold yet; we expect good run of grain next month.—J. H. Borin, mgr. Farmers Elvtr. Co.

## TENNESSEE.

Fayetteville, Tenn., May 3.—The old crop of wheat about all sold as most farmers here sell from the thrasher.—Fayetteville Mlg. Co.

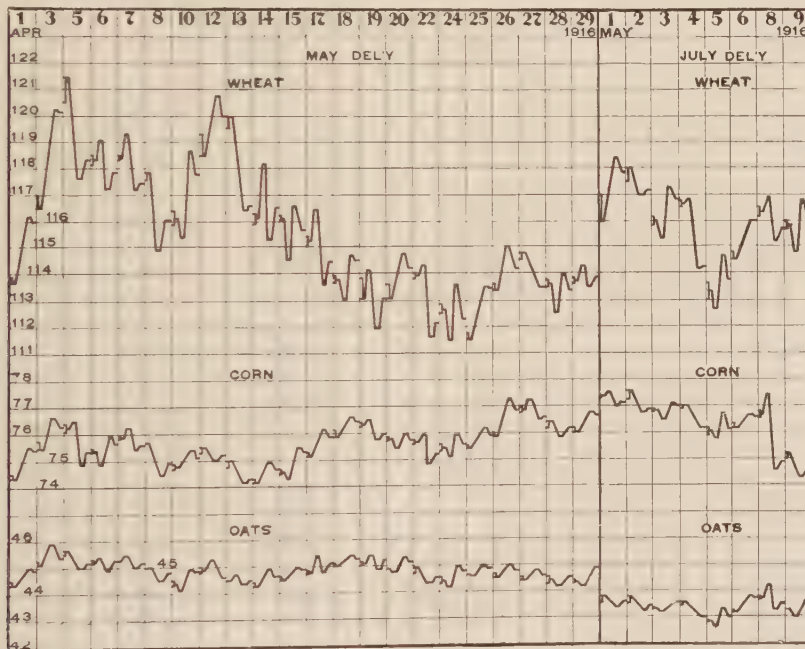
Cookeville, Tenn., May 4.—No grain moving from farmers in this territory; all wheat that is ground being shipped in.—Cookeville Roller Mills.

## TEXAS.

Yoakum, Tex., May 5.—No grain moving from farms; all are short.—J. M. B.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during April and July delivery during part of May at Chicago are given on the chart herewith.



## Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.									
	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	May 1.	May 2.	May 3.	May 4.	May 5.
Chicago	115 3/4	114 1/4	113 1/2	113 1/2	113 3/4	116 3/4	114 3/4	115 1/4	113 1/2	112 1/2
Minneapolis	118 3/4	119 1/4	118 3/4	118 3/4	120	121 1/2	121 1/2	121 1/2	119 1/2	121 1/2
Duluth	117 3/4	118 3/4	117 3/4	118 3/4	119 1/4	123	120 1/2	120 3/4	118 3/4	118
†Omaha	108 3/4	108 3/4	108 3/4	108 3/4	109	111	111	112	110	109
†St. Louis	109 3/4	110 3/4	109 3/4	110	110 3/4	112	112 1/2	112	110 1/2	110
Kansas City	104 3/4	105 1/4	105	105 1/4	106	108 1/2	106 3/4	107 1/4	105	104 3/4
Milwaukee	113 3/4	114 1/4	113 1/2	113 3/4	113 3/4	116 3/4	114 3/4	115 1/2	113 1/4	112 1/2
Toledo	120 3/4	122	122 1/2	122 1/2	123	125	124	124	121 1/2	121
*Baltimore	116 1/4	116 1/4	116 1/4	116 3/4	116 3/4	119 3/4	117 3/4	118 1/2	116 1/2	115 1/2
Winnipeg	114 1/2	115 1/4	114 3/4	115 1/4	116 3/4	119 1/4	117 3/4	118	116 1/2	116

	MAY CORN.									
	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	May 1.	May 2.	May 3.	May 4.	May 5.
Chicago	75 3/4	76 3/4	76 1/2	76 1/4	76 3/4	77 1/4	76 3/4	77 1/4	76 1/2	76 1/2
Kansas City	70	70 3/4	70 3/4	70 3/4	70 3/4	71 1/4	70 3/4	70 3/4	69 3/4	70 1/4
†St. Louis	73 3/4	74 1/4	74 3/4	74 1/4	74 3/4	74 3/4	75 1/4	75 1/4	74 3/4	74 3/4
†Omaha	69 3/4	70 3/4	70 1/4	70	70	70 3/4	71 1/4	70 3/4	70 3/4	70 3/4

†Cash aver. No. 2 hard and No. 3 mixed. to May 2, then July.

## Grain Exports Heavy.

THE NORWEGIAN STEAMER Skard left Boston for Baltimore recently to load a full cargo of grain from that port, amounting to 88,000 bus. for Moss, Norway.

THE SMALLEST full cargo of grain ever cleared from the port of New Orleans left recently on the Dutch steamer Fauna, bound for Rotterdam, carrying only 58,480 bus. of wheat.

THE FIRST CARGO of grain ever shipped from Boston to Savona, Italy, left on the British steamer Zoroaster, April 29. Its cargo consisted of 340,000 bus. of oats. Only one other grain carrier, the Boyne, having in her cargo 30,014 bus. of oats and 35,751 bus. of corn for Liverpool cleared, making a total of 405,765 bus. exported during the week.

GRAIN EXPORTS from the port of Boston for the week ending May 6 totaled nearly 1,000,000 bus. Vessels leaving were the Canadian for Liverpool with 108,000 bus. of wheat, and 25,000 bus. of barley; Ninian for Manchester, 120,000 bus. of wheat; St. Dunstan for an Italian port, 250,000 bus. of wheat; Virginian for St. Nazaire, 200,000 bus. of wheat, and the Swift Wings for Liverpool, 192,000 bus. of wheat.

WE ENJOY reading the Journal very much.—E. Lammer, mgr., The Farmers Gales Elvtr. Co.

## War Affecting the Grain Trade.

THE GRAIN LADEN Greek steamer Georgios, vessel and cargo, valued at \$600,000, which left New York 2 months ago, is assumed to have been lost at sea.

THE ENTENTE ALLIES at the island of Corfu have confiscated grain destined for northern Epirus, according to the Overseas News Agency, and in consequence there is a famine in Epirus and cases of death by starvation have been reported.

TWO STEAMERS which recently sailed from Baltimore for Scandinavian ports have been taken into Kirkwall for examination by British authorities. They are the Norwegian steamer Tromp for Copenhagen and the Import for Skein.

THE BRITISH STEAMSHIP Hendonhall, from Portland April 7 and Louisburg, C. B., April 11 for Rotterdam, which carried a cargo of 231,000 bus. of wheat for the Belgian relief commission, has been sunk.

THE COTTON FUTURES BILL, taxing futures 2c per lb., passed by the House Committee April 28 has reference to futures in foreign markets, and has nothing whatever to do with trades in American markets.

EXPORT RATES from North Atlantic ports to Bristol is 37 1/2c per bus. The rate to the Mediterranean has been advanced to 90c per bus. Rate from Argentine is equal to \$1.05 without making any allowance for exchange.

THE GRADE OF FLOUR in France is fixed by a law of April 25 providing that no flour may be extracted under 77% and no bread made, sold or placed for sale containing flour of lower percentage. Ministerial circular of the 26th grants until May 10 for the liquidation of stocks of flour with a lower content.

INSUFFICIENT STORAGE accommodation in Roumania is making it difficult to fill the British contract for 8,000 carloads of grain. In order to meet the interests both of buyers and producers, the government is taking speedy measures for the building of new storehouses to prevent the sale of grain under the later Austro-German contract until the amount agreed on in the British contract has been supplied.

A NORWEGIAN STEAMER carrying 30,000 bus. of American rye to the Dutch government has been detained at Kirkwall by the British, according to the Social Demokraten of Copenhagen, on the ground that the steamer was bot from Holland and the Dutch owners paid in German money. The cargo is guaranteed by the Danish government not to be sold outside of Denmark, and hope is entertained that the cargo will not be detained for that reason.

THE WHEAT SEIZURE by the Canadian government last November served only to throw business out of joint, and was of no use to anyone, according to Sir Wilfrid Laurier, who criticised the government's action as unwarranted and unnecessary, in the House of Commons at Ottawa recently. Only the danger of famine justified such measures, he said. It would have been sufficient to notify the Allied Governments that Canada had a wheat surplus and allow them to purchase thru the ordinary trade channels. At that moment the French Government was purchasing grain thru the Hudson's Bay Co., and some of this wheat was among the amount seized. As it is only 3 1/4 of the 13,621,806 bus. of grain seized has been shipped from Atlantic ports.







## Illinois Grain Dealers' Association Meeting at Decatur

The 23d annual convention of the Illinois Grain Dealers Ass'n was called to order 9:45 a. m., May 9, in the New Orlando Hotel at Decatur by Pres. Victor Dewein. The attendance of 75 at the opening session was increased later and interest in the proceedings was steadily maintained, the registration of visitors rising finally to 604 persons, breaking all records for this Ass'n.

All stood while Rev. C. E. Jenney, pastor of the First Presbyterian Church, pronounced the invocation.

Hon. Dan Dinneen, on behalf of this city of home owners and pure water, delivered an address of welcome, responded to for the Ass'n by Geo. W. Cole of Bushnell, referring regretfully to the fact that his honor, the Mayor, had not handed them the keys to the "lid."

Sec'y E. B. Hitchcock read his report, from which we take the following:

### Report of the Secretary.

I submit the following report of the Secretary's office for the year May 1, 1915, to May 1, 1916:

FINANCIAL STATEMENT.	
Balance on hand May 1, 1915.....	\$ 886.90
Receipts.	
Dues of members.....	\$4,805.00
Fees of new members.....	150.00
Fees, Arbitration Dep't.....	127.00
Fees, Claims Bureau.....	924.78
Advertising in 1916 Directory.....	1,682.90
Fees, Scale Department.....	165.27
Service Bureau publications.....	54.57
Legislative Committee.....	5.00
	7,915.24
Total.....	\$8,802.14
Expenditures.	
Office supplies.....	\$ 153.06
Postage.....	452.33
Office rent.....	228.05
Telephone, telegraph, express.....	191.40
General printing.....	356.19
1916 Directory:	
Printing.....	619.24
Postage and Parcel Post.....	175.65
Incidental printing.....	40.01
Express, drayage, etc.....	8.86
Claims Bureau expense.....	1,907.31
Due to Grain Dealers National Ass'n.....	325.00
Dues to National Chamber of Commerce.....	40.00
Refund.....	120.00
Expenses 1915 Convention.....	90.44
Expenses 1916 Convention to date.....	4.00
Officers' expense.....	75.00
Salary of Secretary.....	1,375.00
Traveling expenses Sec'y.....	877.77
Stenographer.....	610.46
Total.....	8,341.73
Balance on hand.....	\$ 460.41

**Membership:** New members received 41. Memberships transferred during the year 11. Thirty members sold out, 13 resigned, 2 were expelled and 2 went bankrupt. Forty members are behind with dues. There are at present enrolled as members: 364 country shippers, owning approximately 1,100 country stations; 185 commission men, 43 travelling men, 26 specials, and 30 advertisers who thus contribute to the support of the association, and have held the same relation to the organization as members.

**A Good Motto:** President Wilson has very aptly expressed what should be our motto: "To elevate the ideals of business and to make the standard of efficiency real service to the community."

You may well be proud that the President of the United States speaks of your association in such laudatory terms. Through its existence of nearly a quarter of a century, your organization has merited and gained the respect of the business world. In the President's tribute we should read not only commendation but responsibility. It should be our effort during the coming year to make our standard of efficiency

more truly real service to the state and the nation. Such an ideal will be accomplished easily enough if every member will realize his individual responsibility and his personal duty as an American business man, engaged in the transaction of affairs of great economic importance. No grain dealer can make laws unto himself, for every dealer is an integral part of the whole grain trade.

**The Year's Activities:** Three meetings of your board of directors have been held since the last convention—every member being present at each meeting—and at these sessions numerous vital problems have been considered, troubles threshed out and policies determined. Members will always be welcomed at these meetings and we urge your attendance for the presentation of any matters concerning your business.

**Legislation:** We have watched our state legislators and have had an eye on Congress, to see that pernicious legislation should not be enacted, and have used our influence for the furtherance of measures which will make for stability and uniformity in the trade.

**Increased Rates:** Your association has protested against increased rates, when deemed inequitable, and your officers have frequently appeared before the State Public Utilities Commission and the Interstate Commerce Commission to fight your cause.

The legal department under the capable direction of Attorney Wm. R. Bach has given much advice and helped many of you in emergencies.

**Railroad Leases:** We have gathered together important data on the subject of grain elevators located on ground leased from the railroads, and will get an investigation of the subject through the State Public Utilities Commission or through the Interstate Commerce Commission, which should result to the advantage of country shippers forced to lease from the railroads.

**Trade Rules:** Heartily in sympathy with the movement for uniform trade rules, we have bent our efforts for the correction of practices at the terminal markets which we do not consider fair to the country shippers of Illinois.

**Inspection and Discounts:** In response to protests on inspection and discounts, we have investigated conditions at some of the principal terminal market exchanges, and have effected some needed reforms.

**An association emblem** has been adopted by your board, and you will see the insignia frequently in future.

**Local meetings** have been held in different parts of the state from time to time. These have helped to maintain general harmony to the mutual advantage of all dealers. As many local meetings should be held as can possibly be arranged. It is vital to the welfare of the association to have them frequently and to see to it that all parts of the state are taken care of in this way.

**The Arbitration Department** has been very successful in settling disputes between receivers and shippers, even when parties to the differences have not been members of the assn., and this feature of compulsory arbitration is one of the strong arguments in favor of a membership composed of shippers and receivers, bringing them together as it does in a common bond of interest and affiliation.

**Your Scale Department** has had its most successful year, and we have inaugurated a campaign for more universal use of the inspectors, so that the entire membership may enjoy the protective insurance to business which naturally follows the assurance that grain is being correctly weighed.

**A Traffic Bureau** has been instituted, the continuance of which is recommended, and which should be used frequently by all members of the assn. when problems arise where assistance is needed for satisfactory solution.

**Crop Reports:** During the crop-growing and harvesting seasons the Secretary has sent out questions to the membership, the answers to which have been compiled in crop reports issued monthly, and it is the plan to extend this department so that the state will be divided into several cohesive parts, in order to show more concretely local conditions and prospects.

Our co-operation has been asked in a "Better Community" movement, and we will participate in a conference to be held at the University of Ill.

We have taken part in several important conferences such as Carol Minumims, Grain Storage, Sulphured Oats, Shortage of Cars, Uniform Grades, etc., and our effort has always been to represent the best interests of the grain trade of the state in relation to these subjects.

The association has joined with such commendable movements for betterment of business conditions as a Non-Partisan Tariff Commission, National One-Cent Letter Postage, Good Roads, Crop Improvement, and The Development of American Shipping, all in line with the broad policy for the organization which has been adopted by your far-seeing board.

Your directors believed that affiliation with the Chamber of Commerce of the United States would ultimately be an asset of real value to the membership. We accordingly joined the national chamber. This gives you members affiliation with three national organizations—the Chamber of Commerce of the United States, the Grain Dealers' National Assn., and through the latter with the National Industrial Traffic League.

From the year's efforts it has developed that there should be several additional standing committees provided for by the by-laws, or otherwise.

**A committee on membership** should be appointed to have general charge of the extension of the association. It is the hope of your board that at least 100 members may be added during the year 1916-17. If each member of the assn. will act as a committee of one in his vicinity to get all the dealers who are not members into the assn.—if they would make desirable members—we can make 100 additions during the next year. A larger membership should not be our real aim, however, so much as a stronger membership.

It has been impossible for me to visit each one of you in your home towns, or to know all of the members personally. The year has been entirely too short for all that I have wanted to do. I have had to acquaint myself thoroughly with the office routine, and to attend the especial emergencies as they arose. But I have resolved to meet and know every member before the next year is ended. I ask you to co-operate with me to this end, and to give me opportunity to be of specific service to each of you as frequently as possible.

C. C. Miles, Peoria: On May 12, 1915, we had \$984.54 on hand; receipts to end of April have been \$7,915.24, making a total of \$8,899.78. Paid out on order \$8,411.62; leaving a balance on hand of \$488.16.

T. E. Hamman, of Milmine, chairman of what he facetiously termed the "graft investigating com'ite," reported the accounts correct, the net balance being \$460.41, some orders not having reached the treasurer; and recommended that the simple, accurate and explicit bookkeeping system and monthly statements to the pres. be continued.

Hon. A. D. Gash, of Chicago, delivered an able address on "Good Roads," showing that under the state road law there will be 16,000 miles of roads classed as state aid roads; reaching to within 4½ miles of every home in the state, costing \$180,000,000 to build, or 8 cents per acre. The automobile tax is now nearly \$1,000,000 per year and can not be used for any other purpose than good roads. The automobile fund has received \$2,800,000 and in the next 20 years will amount to \$30,000,000. Cook County alone pays 43% of the entire tax, and 75% of what Cook County pays must be expended in the other counties of the state. It is the only law in Illinois absolutely in favor of the farmer.

In Europe it costs 11 cents to move a ton of grain a mile and in the United States 23 cents, and more in Illinois.

Clyde H. Walker, attorney, of Campaign, read a paper on "Grain Litigation from the Country Shipper's Viewpoint," which will be published later.

Geo. W. Banks, of Irene: I object to a law requiring the grain buyer to accept on the contract price the surplus delivered above the amount contracted for, if



he neglects to specify payment at market for the surplus at time delivered.

A nominating committee was appointed by Pres. Dewein comprising J. H. McCune, of Ipava; C. R. Mitchell, Ashmore; W. N. Eckhardt, Chicago; C. E. Graves, Weston; P. M. Faucett, Champaign.

Resolutions committee: U. J. Sinclair, Ashland; W. H. Holmes, Lincoln; B. F. Colehour, Long Point, and C. W. Baker, St. Francisville.

Announcement was made that the automobile committee had cars in waiting all the time, and that the Union Iron Works had an exhibit of extreme interest at the plant.

Adjourned to 2 p. m.

### Tuesday Afternoon Session.

Pres. Dewein delivered his address, from which we take the following:

#### Address by President Dewein

The Illinois Grain Dealers' Ass'n has steadily forged ahead in power and usefulness and its value is now recognized, not only within our own state, but everywhere where grain is dealt in commercially.

Your Association will reach its fullest usefulness and efficiency only when it has the loyal interest and active support of its entire membership. What we need today is not more members, but members more willing to assume responsibility, to undertake work that will benefit the trade as a whole, without thought of self, knowing that such activity will make for the betterment not only for his own special line, but also for the strengthening of the whole business fabric of the country. Every

member should lend his best thought toward the advancement of the grain business through the medium of the recognized organization of dealers long tried and found true.

**Nat'l Chamber of Commerce:** Some months ago your directors voted to take membership for the Ass'n in the Chamber of Commerce of the United States of America, and you are all by reason of the fact, affiliated members of that great organization. The National Chamber of Commerce is the united voice of the Nation's business. It speaks for no particular section, but for the entire country. It speaks for no special interest, but for all legitimate enterprise. It is a long step in the right direction for this Ass'n to join itself with more than 700 other organizations, so that the grain trade of Illinois may be heard as occasion presents, or when need arises.

**Business Needs a Rest From Government Interference:** Not only are we grain dealers interested in the developments of commerce, in rail transportation, in measures for uniform bills of lading, in merchant marines, in American shipping, in regulation and distribution of food products, in government grades of grain, but we are interested in good government, decent legislation. Today there is too much crank law-making, too many quack law-makers. There are too many laws adverse to the normal conduct of legitimate business. The successful man has been the suspected man. The successful industry has been the suspected industry. It is not always safe to be successful in business. However correct that success may be, it is most likely to be misunderstood and misconstrued, especially by pettifogging law-makers and bread-and-butter investigators. I have never happened to see an estimate on the total cost of business investigations during the past fifty years, but I am sure that this kind of

muckraking has cost you and me, as taxpayers, many hard-earned dollars that might have gone back into our business or into other channels with better results.

Time and again the handling of grain and food products have been under searching investigations and the result has been a clean bill of health for the grain business. Always these well-paid investigators have found that the grain business is conducted fairly and squarely and on as small a margin as any commodity. We feel that the time has come for the government to encourage the legitimate business of buying and selling grain, rather than to further harass us with inquiries and inquisitions which thus far have never shown other than that the grain business is an economic evolution, that it is here to stay as surely as the banking system or the wearing of clothes, and that the grain dealer is entitled to make a profit, and—sometimes does.

Indirectly and primarily whatever benefits we are able to gain for the producer by the handling and marketing his grain at a minimum cost and whatever penalty obtained through these investigations and adverse decisions of the courts, because by reason of additional and hampering laws, and poor or inadequate railroad equipment, is gain or loss to the farmer and taxpayer.

The fact that this organization can be found, first in many forward movements, that it keeps itself in touch with all such dangers and battles constantly for better conditions, for equitable legislation, for honest decision, for improved transportation facilities—means that the Association is working for many more than its own members. The producer should understand and appreciate this, and should realize that which works detriment to the handler of produce, works detriment to the producer as well, and conversely, that what helps the grain man helps the farmer.



First Section Circuit Fotograf of Illinois Dealers at Decatur, May 9, 10, 1916.



**Co-operation:** In many instances for the general good of all dealers and their patrons, we have been joined by the active forces of the Farmers Grain Dealers Ass'n of Illinois and have thus stood side by side, united in efforts for increased benefits. The conduct of the Farmers Ass'n is of the best type and takes rank among kindred ass'ns of this state. It gives me a great pleasure to commend its officers and their work. Since our causes are really identical, can we not work and join under the same government united by one common band fighting these troublesome and expensive battles which have brought value to all dealers, farmer elevators and individual dealers alike.

**Two Classes of Grain Dealers:** There have always been two classes of country shippers, those who are simple merchandizers of grain and those who are speculators in grain. The former class are those who conduct their business on a fair, stable, legitimate, merchandizing basis. The country grain speculator is the dealer who buys without regard to grade, quantity or delivery of the grain. This character of dealings has caused suspicion and has been the real underlying cause which has prompted some of our patrons to enter the business of merchandizing their own products.

We should welcome the time when our business will be conducted on businesslike principles—to buy from the farmer only on written contracts, agreements which will specify grade, quantity and time of delivery. The oral contract is losing out among conservative, clear-thinking business men. The written contract is fair to buyer and seller alike. Grain bought on this basis can be handled on the closest of working margins. And in passing let me urge that you insist on your farmer living up to his contract and see that you live up to yours. Only by uniform action

in this regard will you win respect and confidence in your community.

**Shippers Entitled to Certificates of Inspection:** Many of our terminal markets still furnish shippers with old-fashioned grain inspection certificates, on which they give just as little information as possible, altho they have uniformly increased the inspection cost to us. Every market, if they sincerely wish to encourage friendly and increasing business relations with country shippers, should furnish complete data; condition, moisture test, etc., all that goes to determine grade, on the original certificate and subsequently on the certificate of re-inspection. These documents should always be attached to the account purchase papers sent back to the country shipper. What we are entitled to receive we should not have to demand. A market that does not strive to satisfy its patrons will not grow.

There also seems to be quite a variation between the moisture test made by various markets, bureaus and individuals, and until this is regulated to a near uniformity, there will be much dissatisfaction in the grading of corn.

Let us review briefly our year's endeavors and accomplishments:

We have brought to the attention of the State Public Utilities Commission the matter of unequal and unfair railroad leases, and while we are not yet able to report great progress, light begins to show ahead.

I am glad to say that this subject is being given nation-wide publicity, and has recently been brought to the attention of the Interstate Commerce Commission by the National Industrial Traffic League, with which we are affiliated, and in its interstate aspect this agitation will have our aid and indorsement.

**Car Famine:** All of us have felt the car shortage; some to a greater degree than others. We realize that this shortage results from paralyzed condition of Euro-

pean nations and the consequent increase in demand for foodstuffs, war materials and commodities of all sorts sold for export to the belligerent nations. This immensely increased seaboard traffic has unfortunately found a corresponding lack of boats into which to unload our cars. The failure of Eastern roads to return the empty cars belonging to our carriers has caused a great scarcity in cars, and we have been seriously handicapped in moving our grain. It is evident that the movement of the coming season's small grain crops would be still further handicapped with severe loss to producer, shipper and manufacturer. Your Association was represented by Director Wayne, who went to New York and Washington, accompanied and ably assisted by Hon. Frank H. Funk of the State Public Utilities Commission, and started what now looks like relief for us.

**Test Suits:** At a great cost to the Ass'n, test suits have been prosecuted in the lower courts to determine the liability of carriers for shortages in grain shipments from cars arriving at destination without evidence of leakage. These suits have been both on interstate and intrastate shipments. We believed that nothing could be done by the Association that would mean greater good to all grain shippers than this litigation. Wide, general interest has been shown in this matter and we are pleased to report that other organizations have announced that they will assist in and back up these suits in the higher courts for the establishment of precedents and final rulings on this difficult problem.

During the past year there has been harmony in the grain trade generally throughout the state. We have campaigned for intelligent competition, for common sense in the grain business.

Now let us each draw inspiration from our accomplishments that we may move forward with renewed vigor and enthusi-



Second Section Circuit Fotograf of Illinois Dealers at Decatur, May 3, 10, 1916.



asm for the betterment of this splendid organization. Let us continue to strive together for a greater and more useful Illinois Grain Dealers' Association.

Hon. John Barrett, director general of the Pan-American Union, Washington, D. C., delivered an able address on "The New Pan-Americanism, Its Mighty Meaning to Illinois," showing the wonderful growth in trade of the Southern Republics.

E. M. Wayne, Delavan: The Executive Com'te has had very little to do the past year. Only 2 members were expelled.

Lee G. Metcalf, Illiopolis, chairman of the Legislative Com'te, reported:

#### Legislative Com'te Report.

Your legislative com'te, ably assisted by your officers and members, believe that much has been done as a result of our activities for the grain trade since our last annual convention. Considerable time and effort was spent in combating inimical measures, that, if enacted into laws would have been detrimental to the best interests of the grain trade of the state. The work of your com'te, co-operating with your membership, contributed in no small way toward the defeat of the fifty car train bill, which was not looked upon with favor by our Ass'n.

The Public Utility Commission of the State deny that they have the power to act in certain directions that would cure many evils and bring relief to the grain handling interests of the State. For instance, they do not think the Public Utility law sufficiently comprehensive, that it delegates to them the authority to investigate and control railroad leases, a subject that is receiving a great deal of attention at the present time, because

some of the railroads are undertaking to charge, and in fact, are charging exorbitant prices for land leased from them for elevator purposes. In view of this position taken by the Utility Commission, we believe that an effort should be made to amplify the public utility law so that it would clearly and decisively cover this question, and delegate to the Public Utility Commission the authority and power to adopt rules that would cover all kindred questions that might arise, and that we ought to make every endeavor possible by the membership of this Ass'n to assist in the passage of such a bill at the next meeting of our Legislature.

**Amend Law to Stop Free Storage.**—We also believe that some amendment should be made to the public utility law in relation to the free storage of grain so that the dealers would discontinue this dangerous and expensive practice.

It has been alleged that any law depriving individuals from rendering favors or services free of charge would be unconstitutional, and in this suggestion your com'te is fully agreed. We are of the opinion however, that the public utility law should be so amended whereby rules might be made by the Commission under which the conditions applying to stored grain would be so drastic and exacting as to remove the hazards incident to this unbusinesslike practice. Your com'te maintain that no honest grain dealer should be compelled either by competition or otherwise, in order to protect his business, to furnish free storage of grain.

As the last Legislature passed the co-operative corporation law, there should be an amendment to this law, making it an offense for anyone to go abroad over the land organizing such corporations for compensation and self-profit. In our opinion, such an amendment would eliminate many of the evils arising from unjust and unnecessary organizations being formed

where not needed, and which of necessity must be an extra burden upon the patronizing public. We strongly advocate this amendment.

Recent litigation in the courts has demonstrated the fact that the weighing statute of the State is faulty in many respects, and does not offer proper protection to shippers as against the avaricious disposition of railroads in attempting to profit by the non-payment of claims for loss in shipment, and we strongly urge that the weighing statute be so revised and amended as will be fair to the carriers but will compel them to settle promptly and without expense to the shipper all loss for which they, under the statute, are responsible.

It would seem to your com'te that there is a continual effort to encroach upon the rights of shippers and receivers of grain by numerous laws that are either passed or attempted to be passed, and we submit that only thru the strictest vigilance and constant concern of our business shall we be protected in our equal and just rights as business men.

J. C. Aydelott, Pekin, chairman of the Traffic Com'te, presented a report which will be published later.

Frank Jones, Ridge Farm, chairman of the Scale Com'te, reported:

During the year May 1st, 1915, to May 1, 1916, the scale inspectors visited 202 towns and tested 461 scales, of these 80 were taken out and repaired using \$118.94 worth of repairs. Traveling expenses amounted to \$857.31 and fees collected \$1,823.25 of which the ass'n received 10 per cent or \$182.32, which left the inspectors \$1,640.93 or \$68.37 per month for each inspector.

The Scale Com'te and scale inspector are somewhat handicapped in some legal points, due to the fact that when a scale is inspected there is no law by which we



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can put a legal stamp upon the scale and get by the courts with our inspection.

There should be a law passed in the state legislature empowering the Secretary of State to issue license to a qualified scale inspector employed by the Illinois Grain Dealers Ass'n with a stamp making it lawful and legal so that we might be able to collect claims from the railroads with an affidavit of weights and under seal of inspection.

Following the passage of such legislation, the scale department charges for inspection should be increased to non-members, so that scale inspection will be a material privilege of membership.

We therefore recommend that the Pres. of this Ass'n shall appoint a com'te to draft such a bill to be recommended to the next legislature for passage.

F. S. Larison, El Paso, chairman of the Claims Com'te, presented a report from which we take the following:

## Claims Com'te Report.

Soon after the organization of the present Claims Com'te consisting of Messrs. J. M. Allen, Frank Yates and myself it was decided that it was time for the Claims Bureau to make good on its promise to forward litigation that would benefit all grain shippers. From all sides came the insistent demand that we do something, and the general excuse for withdrawals from the bureau was that the ass'n had done nothing toward getting decisions in the courts on problems that vex the average shipper—notably the so-called "non leaking cars." The number of patrons of the bureau was fast decreasing. It was up to us to use extreme methods to revive the bureau or to let it die.

During the previous year, tentative agreements had been made for the prosecution of the claims of the Shellabarger Elevator Co. as test suits to determine the

carriers liability for differences in origin and destination weights from cars in apparent good order at unloading point, and attorneys Vail and Miller had been engaged to handle these cases.

Attorney Bach has secured some very important decisions that are of great value to every member of the grain trade. Among these cases is that of Coon Bros. vs. the Illinois Central for failure to furnish cars. When all the legal points of this case were threshed out and the railroad company had learned the views of the court they proposed a settlement which was satisfactory and which was accepted.

Another case was that of J. S. Cameron, Elliott v. Illinois Central for loss on an inter-state shipment in a non-leaking car. This suit resulted in the railroad paying practically the full amount of the claim.

Another case is that of J. F. Umpleby at Pana v. Illinois Central in an intrastate shipment in a non-leaking car. This case was tried in the McLean county circuit court and resulted in a judgment against the railroad company for the full amount of the claim.

The com'te realized that we were undertaking a large proposition in attempting to litigate this question of responsibility for losses from good order cars. Taken from a financial viewpoint alone the problem was a big one. We were advised that it would cost several thousand dollars to fight this matter thru the courts, but we felt that any expenditure would be justified and approved by you if we could but establish legal precedents in the higher courts which would facilitate the collection of claims, and that thereby we would be making a long stride ahead for the grain trade.

By decision of a special com'te of the Board of Directors, Attorney A. C. Strong, son of the late secretary, was employed as assistant attorney for the bureau, at a salary of \$65 per month. He remained on the pay roll six months. During that time

he worked on the preparation of the Shellabarger claims for suit.

The claims clerk has received \$45 per month during the past year, while the Sec'y in his capacity of manager of the bureau has received no salary from the bureau. Expenses of postage, printing, etc., are considerable.

My report shows that a proportionately small number of claims have been filed during the past year. The bureau has cleared up a good portion of the claims filed. More are awaiting the final decision in our non-leaking car litigation.

It is unfortunately true that many patrons of the bureau have the habit of filing with the bureau only such claims as they cannot themselves collect and which look like hard nuts to crack, or claims which the railroads have already declined. Such claims are clearly a handicap to a bureau which should receive all your claims, good, bad and indifferent, or none of them. I must say that I consider the attitude of those who do not file with the Bureau at all, more consistent than that of those who file only their bad claims and then expect the bureau to perform miracles in collecting them very promptly.

The cost of the litigation has been very heavy totalling over \$2,000. We have so far paid out over \$1,000 of which only \$300 has come out of the Ass'n treasury. An advance of \$701.67 was made by the Shellabarger Elevator Co. to pay the attorneys for their expenditures for depositions, travel, etc. In addition to this money owing the Shellabarger company the balance due the attorneys on April 1st, was \$1,206.32. In other words we are today obligated to the amount of \$1,907.99 for the test suits. How is this indebtedness to be cleared?

That is the problem to which I invite your attention. It is an extremely important matter. You should all consider it carefully both as individuals and as members of the association, interested in its



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welfare, past, present and future. There is but one method that we can suggest: Let every member file all his claims thru the Claims Bureau during the next year.

The time has come when this bureau must either be supported by the membership or be discontinued. It is not effective to conduct a bureau that is patronized by less than an eighth of the membership. Such an organization loses force and effectiveness when it represents such a small proportion of the grain shippers of the state. If the Claims Bureau is to be strong and capable of expressing and enforcing the wishes of the grain trade, it should be composed of the entire membership of the Ass'n.

The theory of a claims bureau is that the united effort of the entire membership of an ass'n will make a much louder appeal to our friends the claim agents than will the single voice of an individual shipper.

Now, the Claims bureau has lived up to its promises. We have fought a good fight against tremendous odds. We have won favorable decision in the courts on both inter and intra state shipments.

How much do you as a grain shipper appreciate what your association has done for your cause?

If every shipper member will agree to file all his claims thru the Claims Bureau during the coming year we will be able to meet all our obligations—obligations incurred in your interest and in the interest of every grain dealer in the country—and our strengthened position will make it possible for us to fight other battles that will result in your intrinsic benefit.

Shall we back down now with the victory half won and let the railroads chuckle over having licked us to a standstill? Or shall we pursue our advantage to its logical outcome and be situated so that we can make demands on the railroads that will be met?

I appreciate that some of you will answer this appeal by saying that you are now collecting your claims without much difficulty and that you do not care to use the Claims Bureau and let it earn its ten per cent. But let me tell you that the force of the claims bureau in the past has facilitated your collections. Without the bureau constantly on the job, battering at the freight claim agents, your difficulties would have been augmented many fold.

Of course if you ask the representatives of the railroads what they think about this, they will tell you confidentially you are better off outside the Claims Bureau. And some of you are foolish enough not to understand their game and not to realize that you are playing right into their hands. Nothing would please the railroads more than to see the Claims Bureau of the Illinois Grain Dealers Ass'n abolished. They hate the bureau because it represents a strong organization. They prefer to deal with individuals instead of ass'ns. They have been so active in their efforts to harm the Bureau that they have convinced some of you who needed convincing that the bureau must be continued at all costs and that its discontinuance would work greater damage to the grain trade of Illinois than any other one thing.

Lee G. Metcalf: It would be a blotch upon the business ability of this Ass'n to let this Claim Department perish.

R. P. Vail, attorney, Decatur: After taking up the matter with the Illinois Central its legal department flatly declined to agree or stipulate to anything in grain litigation. If this Ass'n could be induced to drop the matter by reason of

the expense the I. C. will be highly gratified.

In both cases the I. C. has taken appeals, in one to the June and in the other to the October term of court.

Unless you go on and finish these cases the results of your successful work so far will be problematical.

Dr. J. W. T. Duvel, in charge of grain standardization, U. S. Dept. of Agriculture, Washington, D. C., gave a lecture on "Handling the Grain Crops of the World," illustrated with lantern slides.

Adjourned to Wednesday morning.

### Wednesday Morning Session.

Wm. R. Bach's letter regretting his inability to be present was read by Sec'y Hitchcock. Mr. Bach referred to the Illinois rate case, won by the grain dealers and farmers, as one of the most important decisions rendered by the Illinois Public Utilities Commission.

"In the Dorans Elevator Co. case 89 shipments of grain were involved, interstate and intrastate, and the ruling by the lower court that the shipper could not sue because he had assigned the B/L was reversed by the higher court.

"If you are not using the notices on Bs/L supplied by the Ass'n begin at once to use them.

"We believe that unless the railroads can secure a decision of the Supreme Court reversing the decision in the Dorans case they will have to pay claims for leaks.

"In Dexter Baber's suit to compel the Big Four to install track scale at Dudley the Ass'n has furnished the shipper an attorney. We must require the railroads to accept shipper's sworn weights or install track scales as provided by the Illinois law.

"The Illinois Farmers Grain Dealers Ass'n has also employed me on some cases, thereby reducing the expense one-half."

H. A. Hillmer, of Freeport, chairman of the Arbitration Com'te, being absent, his report was read by the sec'y, showing 29 cases filed, involving \$1,921.24. The sec'y settled 14 cases, involving \$1,199.77. Only two cases were tried by the Com'te. One case was appealed to the National Ass'n. Five cases are pending; three required the expulsion of members; one case went direct to the National on the affiliation privilege, and in several instances settlements were effected between members and non-members.

If we will be more careful to know the rules of the trade, especially rules 7 and 8, we will avoid many differences.

The sec'y read a letter from Pres. Legg of the Baltimore Chamber of Commerce,

stating that the Chamber is preparing a complaint against the embargoes.

G. H. Hubbard, of Mt. Pulaski, took the chair for the members' forum, and called upon Mr. Metcalf, who urged a large attendance by Illinois shippers at the coming convention of the Grain Dealers National Ass'n at Baltimore.

The first thing in co-operation is to get our own system right, and let a lot of grain go to our competitor, taking the farmer's statements about his high bids with a grain of salt.

The man who does not make money in his business is a dangerous man.

T. E. Hamman, Milmine: I have been requested to bring up the matter of the promiscuous building of elevators, without consideration of the need of same, or the amount of territory served.

### Too Many Elevators.

This has no reference whatever to the organizing or building of co-operative plants. In fact, it was a director of a co-operative grain company that urged me to bring this matter before the convention.

After considerable study and consultation, I believe it resolves itself into a question of whether we wish all the elevators in the state brought under the control of the Public Utilities Commission the same as the telephone companies, public elevators, etc.

You say "NO, I DON'T WANT MY BUSINESS INTERFERED WITH BY A COMMISSION, OR MIXED IN POLITICS." I said the same and meant it.

For some time the insurance companies have been investigating, and find that a congested condition, with too many elevators, means an unprofitable business, poorly kept elevators, and most of their fires.

I understand of late some of the transportation companies are even furnishing half the capital to build a plant, for the tonnage they hope to receive, regardless of the need of same.

It is usually the uninformed or misinformed who get in on such a proposition, and after once in eventually learns that unless he handles a large quantity of grain, at a reasonable margin, he is either holding up the community or himself.

Would it not be much better for himself as well as the community, and the trade, for a board to give it careful study, and decide whether the community needed the additional service, before the community would have the elevator to support? Is it not high time such a board was in action?

Unless you keep a record you will be surprised at the amount of gambling you are doing, when you get by, with a big profit on that 1½c or even 2c margin, when you include discounts, and shrinkage, as well as your own salary, and other expenses.

The present storage proposition is by some considered a nuisance, but if universally used, and enforced would cut out one of the greatest evils we have, and if eradicated would of itself be worth the trouble caused.

As to the workings of the Commission, toward building of new elevators, it would be about as follows. If you desired to build an elevator in my town, or between stations, you would make application to the Commission. They would make careful investigation and if they found the ele-



Indianapolis Board of Trade Baseball Team at Decatur, Ill., May 10, 1916.



vators in good repair, properly equipt, and managed, with a past record of reasonable profits, they would recommend that for the good of the community, it would be best for you either to buy an existing plant, or stay out. Or in the case of some of the old shacks it would be a case of fix up or shut up, and it should be.

Say there are two plants at present, where the business really only justifies one. Neither can make any money, without charging excessive margin. One party cannot buy out the other at present, as he would know another plant would be put up in competition, and he would have the investment of two plants. Application could be made to the Commission, for permit to consolidate, and the station handled with less expense to the community, and better facilities for handling grain.

Do not say that because you personally have no apparent need of such a commission at present that you are not interested. I personally know of five plants within the last year, that have been built between towns, by private individuals, or firms, where there was no real need of same, only to gratify some personal whim, spite or illusion; no community need or even CALL for same.

Even taken from a co-operative elevator point of view, any experienced company will advise a new company it is better to buy out an existing plant than to have the added competition, with consequent reduction in quantity of grain handled.

This is a vital subject, and I believe the sooner some action is taken in this matter, the better it will be for the producer, the consumer, the insurance companies, and ourselves. I would like a frank expression from some of the brother dealers.

E. M. Wayne: There would be little opposition from the Utilities Board to such legislation, as some of them believe there are too many elevators at some stations. The attorney, pres. and myself attended a meeting of the Legislative Com'te at Springfield, and it would not surprise me to see something come out of the com'te along this line.

Mr. Hubbard: We are not servants of the public tho we do perform a public service. It seems to me questionable whether we should take this hasty step. The Commission, if it protects a grain dealer from competition, will regulate his charges, and will dictate how you shall run your business and every procedure in detail. It is too important a question to act hastily upon. Let each of us come here a year from now and tell us his thought.

R. C. Baldwin, Bloomington: At one of our stations we had two towns on each side of us with two elevators at each; and when the farmers organized they first offered us 25% of what our elevator had cost. We made a demonstration to the railroad company, but they were too weak to deny the farmers elevator company a lease. We were forced to sell that elevator for considerably less than we paid for it. While we owned it we took only 1½ cents per bushel margin.

Henry Stanbery: We all realize there are too many elevators; but I question

whether it would be policy to go on record at this time.

Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n: While the purpose is very desirable as a measure of economy in handling grain the legislature will not take cognizance of private elevators. In the Northwest they require a bond.

If you try to do this they will regulate your business. Our elevators in Indiana will not average 85,000 bus. of grain per annum. I believe the grain dealers of Illinois have spoiled the grain business themselves, because as soon as an Illinois farmer gets settled in Indiana he begins to agitate for more elevators.

We have a board to determine the necessity of a bank or trust company.

We have too many elevators and too many grocery stores. You can go over all this country and find too much competition.

I doubt the advisability of such a resolution as Mr. Wayne has presented.

Mr. Wayne: In one case a farmers' telephone line was refused a license by the Utilities Commission because the existing line was giving good service at a reasonable cost. I withdraw my motion and leave it with the legislative com'te.

Mr. Hamman: I did not bring up this matter against the co-operative elevators, but I have talked with managers and directors of co-operative elevator companies and they feel as I do that there are too many elevators.

Mr. Hubbard: What has been said on elevators could be applied to any line of business, tho we are in a certain sense a public utility. Regulation by the Utilities Commission would reduce us to the position of the manager of an elevator at a salary of \$50 to \$60 per month. It would destroy our individuality. You had better take a chance on the survival of the fittest. The legislative com'te should be advised not to tie us up in a bill of that kind. (Great applause.)

B. P. Hill, Freeport, the delegate of the Ass'n to the Chamber of Commerce of the United States, told of his visit to Washington and the possibilities to the Illinois dealers of their membership in this powerful organization of business men.

E. M. Wayne told about his visit to the east to look into the car situation, and stated that if the war continued we would be in a worse situation next winter.

Pres. Dewein announced that the registration was 604, the largest in the history of the Ass'n.

Porter J. Milliken of the Union Works invited the dealers to visit his plant, where a number of machines had been belted up and a grain conditioner was on exhibition.

H. S. Antrim, Cairo, presided during the forum for terminal markets, each of them being given an opportunity. Those who responded were J. C. F. Merrill, sec'y Chicago Board of Trade; C. C. Miles, for Peoria Board of Trade; W. S. Powell for Cairo Board of Trade; J. F. Vincent for St. Louis Merchants Exchange; Chas. D. Jones for Nashville; Ed K. Shepperd for Indianapolis; Sec'y Fred E. Pond for the Buffalo Corn Exchange.

H. A. Foss, Board of Trade Weighmaster, Chicago: We have failed to have the after-sweeping law passed in this state. A bill is being worked on like the anti-trespassing law; but the terminal markets can not give protection to grain unless they get police protection and can not get police protection without proper court protection. I hope you will handle the promotion of this bill as energetically as possible. We ought not to allow anyone in a car or in a railroad yard, because the temptation is there to go into a loaded car.

Mr. Dewein: Some of the terminal markets are sending out old-fashioned certificate stating only the grade without information as to the condition or moisture test.

U. J. Sinclair, of Ashland, chairman of the resolutions com'te, presented the following resolutions, which were unanimously adopted:

## Resolutions.

### Deceased Members.

It is with deep regret that we chronicle the death of the following members of this association:

Eli A. Beach, Chicago, Sept., 1915.

Henry F. Langenberg, St. Louis, Dec. 18, 1915.

J. B. Magee, Cairo, Jan. 27, 1916.

Edwin Beggs, Ashland, Jan. 7, 1916.

RESOLVED, That the Secretary be instructed to convey to the families of the deceased members our deepest sympathy in their bereavement.

### Suits to Fix Loss on Railroads.

WHEREAS, the claims com'te of the Illinois Grain Dealers Ass'n has forwarded certain test suits to determine the responsibility of carriers for loss from cars which arrive at destination in apparent good order;

WHEREAS, we believe that this litigation is of real merit and that its final determination is a matter of supreme and paramount importance to the grain trade of the United States, and

WHEREAS, the final cost of these suits will be so great that the ass'n's claims bureau should not be expected to bear the financial burden alone from the funds obtained from the fees of the bureau, but that the entire grain trade should share with the claims bureau of the Illinois Grain Dealers Ass'n this unusual expense, inasmuch as a successful determination will be of real benefit to every grain dealer;

RESOLVED, by the Illinois Grain Dealers Ass'n in the twenty-third annual meeting assembled, that members of the ass'n should willingly contribute to the furthering of this good cause in the sum of at least \$5 each and that members of other



The "All Stars Baseball Team" at Decatur, Ill., May 10, 1916. Photo by Rembrandt Studios, Decatur, Ill.



ass'ns of dealers and other organizations of the trade should likewise share the expense;

It is then the sense of this meeting that the Sec'y of the Ass'n should ask such aid from the trade in the name of this Ass'n so that the litigation may be carried to a final and definite conclusion;

RESOLVED, that the action of the claims com'te in forwarding these test suits is heartily endorsed and commended and the committee is instructed that it is the will of this ass'n that such litigation should be continued to its end.

#### Crop Reports.

WHEREAS, the bureau of crop reports of the ass'n is of great value to the trade and should be strengthened in every way possible;

RESOLVED, that a com'te on crop reports should be appointed by the President, one member for each of the ten divisions of the scale divisions of the state, said member to act as general reporter for his district.

#### Membership Com'te.

WHEREAS, it is desirable to increase the members of the ass'n with 100 members during the year 1916-1917 as a slogan;

RESOLVED, that the Pres. should appoint a special com'te on membership to assist the Secretary in conducting this campaign.

#### Service and Traffic Buros.

WHEREAS, the two new bureaux which have been instituted during the past year in the Secretary's office have given good service and their possibilities for greater service are evident;

RESOLVED, that these bureaux, the service bureau and the traffic bureau, should be continued, a committee of five being appointed by the Pres. to conduct the affairs of the traffic bureau.

#### Penalty on No. 3 White Oats.

WHEREAS, the penalty of 5c per bushel at present exacted in the Chicago market for applying No. 3 white oats on contracts made for future delivery is exorbitant and unreasonable, thereby giving the market manipulator an unfair advantage over the legitimate cash grain dealer and "hedger" and

WHEREAS, the rules of the Chicago Board of Trade permit delivery of No. 3 corn on sales of No. 2 made in the pit at a penalty of only 2½c per bushel and

WHEREAS, the intrinsic and commercial value of No. 3 white oats compared to the standard grade is greater than that of No. 3 corn compared to the No. 2 grade, No. 3 corn deteriorating rapidly under unfavorable conditions, while No. 3 white oats do not;

RESOLVED, by the members of the Illinois Grain Dealers Ass'n that the penalty of 5c per bu. imposed by the rules of the Chicago Board of Trade on deliveries of No. 3 white oats on contracts made in the pit for future delivery is unfair and detrimental to the interest of the grain shipper and largely in excess of the relative value and normal market difference between the two grades and should be reduced to 2c per bu., which more nearly represents the actual difference in value; and be it further

#### Amendment to By-Laws.

WHEREAS, the Board of Directors has called the attention of the Resolutions Committee to Article II, Section 2 of the By-Laws, which reads as follows:

"The annual dues of each member shall be \$10 per year, payable annually in advance, and where members have more than one elevator or shipping station there shall be added to their annual dues \$1 for each additional elevator or shipping station or office;" and

WHEREAS, it is the recommendation of said Board of Directors and the sense of this com'te that no member should be penalized for success and expansion in business by the assessment of additional dues for such expansion; therefore

RESOLVED, that said Article II, Section 2, be amended to read as follows: "The annual dues of each member shall be \$10 per year, payable annually in advance."

#### New Article of By-Laws.

WHEREAS, it is further recommended by the Board of Directors and the sense of this committee that all ex-Presidents of this Ass'n shall be classed as "Honorary Members" as a further recognition of their services and sacrifices in its behalf;

RESOLVED, that the following new article be added to the By-Laws to be known as Article VIII:

"Presidents of this Ass'n shall, upon the expiration of their term or terms of office, become Honorary Members thereof and as such shall be exempt from all dues and assessments therein."

#### NEW OFFICERS.

Mr. Graves for the Nominations Com'te named the following: Pres., Victor Dewein; vice-pres., U. J. Sinclair; treas., Wm. Murray, of Champaign; directors, for two years, C. R. Mitchell, Ashmore; Wm. Wheeler, Melvin, and H. S. Antrim, Cairo, and they were unanimously elected.

Adjourned *sine die*.

#### The Ball Game.

The Country Chap All Stars licked the Indianapolis Wind Jammers at Millikin Field Wednesday afternoon in a thrilling 5 inning contest played according to Metcalf's Revised Rules of Baseball.

"Umps Lee" was forced to use "Weepens" several times to dispel the onrushing crowd of joyous rivals, who disputed his close decisions, but staunchly stood his ground without causing any fatalities.

Frank Witt, of the losers, broke all speed records in a mad dash to 3rd where he was sympathetically left by his swinging (at air) team-mates until he could recover his breath. With a chance to cut down the lead or bring it to a tie, McEwan struck out in the pinch with the bases loaded and "two gone" amid loud cries of "Pro" Battery for the All Stars. Final score was only 6 to 3 (almost like a real game, wasn't it?). Every dealer enjoyed the game until he tried to explain to his wife how he lost his voice.

#### Convention Notes.

One from Kentucky, H. E. O'Bryan, Owensboro.

Galveston sent Chief Grain Inspector R. T. Miles and wife.

The Agri. Dept. was represented by J. W. T. Duvel & W. P. Carroll.

J. B. Iowa, the assn's scale inspector, was looking for scale problems.

Buffalo was represented by Fred E. Pond, Sec. of the Corn Exchange.

From Missouri John M. Flynn, sec'y Board of Trade, St. Joseph, and Jas. S. Kevil, Sikeston.

Detroit was represented by J. A. Jossman of Caughy-Jossman Co., and T. W. Swift, of Swift Grain Co.

Chicago Weighing Dept. was represented by H. A. Foss, J. A. Schmitz, H. S. Jackson and K. F. Rich.

Toledo sent Wm. W. Cummings of J. F. Zahm & Co., E. L. Southworth of Southworth & Co., and W. H. Haskell.

The attendance was probably the largest of any meeting ever held by the state association, over 550 having registered the first day.

A. B. Cowan, District Supt. of the Western Union, saw to it that the dealers were supplied with the markets at frequent intervals.

Champaign attendants were W. P. Foote, L. Shulhafer, H. G. Marshall, Wm. Murray, J. P. Sledge, Clyde H. Walker and A. C. Strong.

Cairo sent O. B. Hastings, H. S. Antrim, W. H. Sutherland, Joseph B. Wenger and Wm. S. Powell, Chief Grain Inspector and Weighmaster.

From Tennessee H. J. Hasenwinkle, of H. J. Hasenwinkle Co., and E. E. Buxton of Memphis, Chas. D. Jones and E. N. Williams of Nashville.

Identification badges were furnished by the Grain Dealers' Fire Ins. Co., the registration being in charge of inspectors C. B. Sinex and Geo. E. Traut.

Bloomington was well represented by R. C. Baldwin of the Baldwin Grain Co., Ralph Hasenwinkle, F. G. Giles, A. V. S. Lloyd, D. O. Green, J. W. Probasco.

The weather was so fine as to insure a continuation of the heavy movement of grain at many country stations, and this greatly reduced the attendance of shippers.

Indiana shippers present were R. W. Baker of Crabbs-Reynolds-Taylor Co., Crawfordsville; H. J. Casley, Rockfield; W. B. Foresman, Lafayette; E. Hutchinson, Arlington.

Bert A. Boyd had everybody wasting time on an impossible puzzle; at least many of those who spent an hour trying to get the car in the garage declared it to be impossible.

Six insurance men were ready to protect dealers from fire loss: V. E. Butler, Gage McCotter, C. B. Sinex and Geo. E. Trout, of the Grain Dealers' Fire Ins. Co.; J. T. Caldwell and Fred J. Conover, of the Millers National Ins. Co.

The Farmer Managers' Ass'n of District No. 6 held a meeting with about 20 in attendance, and elected W. S. Armsworth of Cisco, Pres.; Fay R. Best of Sidney, V. P.; F. E. Davis of Mahomet, Sec'y, and R. Jones of Monticello, Treas.

Peoria representatives were C. C. Miles and G. M. Miles of P. B. & C. C. Miles; F. W. Mueller of Mueller Grain Co.; J. C. Luke, G. C. McFadden, C. F. Price, J. M. Van Nuys, F. B. Tompkins, Chief Grain Inspector, and Clay Johnson, Chief Sup. Weights.

Machinery and supply men present were W. B. Smith of the Richardson Scale Co.; E. P. Stimmel of Beall Improvements Co.; J. A. Worsham, of Maroa Mfg. Co.; Porter Millikan, Max H. Hurd, E. D. Bargery and C. F. Temple, of Union Iron Works.

Indianapolis delegates were L. S. Hill and Jesse Simpson of The Mutual Grain Co.; R. M. Hall of the Urmston Grain Co.; Bert A. Boyd, R. C. Daus, P. M. Gale, F. Witt, C. H. McEwan, H. Mullins, E. K. Shepperd, V. L. Wright, and C. B. Riley, Sec. Ind. G. D. A.

St. Louis was a close second to Chicago in the size of its delegation, numerically speaking, sending H. F. Ketchum, A. H. Stokes, Frank Bubb of Goffe & Carkener Co., Geo. Harsh, W. T. Brook- ington of Marshall Hall Grain Co., F. J. Sommer and R. S. Nelson of Hunter Grain Co., Ed. F. Jolidon, "Billy" Klosterman of Morton & Co., S. A. Whitehead & E. C. King of Nanson Commission Co., H. B. McCormick, L. B. Armerding, Erich Picker & R. F. Scott of Picker & Beardsley Com. Co., W. S. Nelson, J. A. Conner, Edw. C. Seele and T. C. Taylor of Seele Bros. Grain Co., J. F. Vincent, G. N. McReynolds, G. A. Turner, C. L. Wright, John Dower, Supervisor Dept. Weights, Merc. Exch. and H. W. Daub.

The Chicago delegation went on an afternoon train, arriving at 10 p. m. the night before, a private parlor car and special dining car having been put on this train for the forty, principally members of the Board of Trade. Al Smith gave an advance performance of his stunts for the Decatur entertainment. "Billy" Eckhardt was the efficient chairman in charge. On the train, besides those named elsewhere, were J. G. E. Saunders and K. Nicol of the Armour Grain Co.; H. H. Newell, Kenney Mitchell, of Harris Winthrop & Co., and wife; Chas. Timberlake and F. G. Winters of the Quaker Oats Co.

Chicago sent the largest delegation: F. H. Barkley and Geo. L. Hight of James

[Continued to page 711.]



## Some Illinois Driveways.

BY TRAVELER.

Elevator men everywhere are beginning to recognize the advantage of constructing their dumps and driveway so as to facilitate farmers driving even the largest wagon load onto the dump without a struggle and without encountering any unusual hazards. Many of the old time driveways required the farmer to drive a load up a long, steep incline, which on wet or icy days was very dangerous for light teams or horses not sharply shod. I have known of farmers refusing to attempt to haul their load up steep, unguarded driveways to the dump, because of a fractious colt.

All driveways should be protected every inch of the way by strongly supported guard rails, and where a 6x6 or at least a 4x4 is not laid on floor along each side of the driveway, to serve as a guide for the wagon wheels, then it is quite essential that a 2x12 be nailed to the standards of the railing at proper height, to intercept the hubs of wagons. The guard rail should be strong enough to prevent wagon being backed off the driveway, even tho a capricious colt should shy at the elevator man's smile.

One of the best driveways I have seen was built at Niantic, Ill., for the Farmers Elevator Company. It is 56 ft. long, extending from a concrete retaining wall for the approach to the elevator. The driveway is supported by steel I-beams. The upright beams, which rest upon concrete pillars, reach to top of guard rail, a 2x6 being bolted to the top of the beams, and another one is bolted to the side just under the top rail 2x6 to strengthen the guard. At the height of the wagon hub a 2x12 is bolted onto the upright beams. The floor joists are formed of 2x12s 14 inches apart, and the floor is formed of 3x3 inch elm with one inch spacing. It is by far the strongest driveway I have seen, and if kept painted it will last a great many years.

The posts supporting many driveways are set upon an old stone, or in some

cases set upon the bare ground. When it rains the moisture runs down to the foot of the posts, and of course the posts accumulate moisture and soon rot out at the bottom. It would be well for all elevator men having driveways so supported to inspect the posts occasionally, to make sure that the posts are not mere shells. If they are the first heavy load that drives over may be thrown into a heap at the expense of the elevator owner.

The farmers' driveway at Cerro Gordo, Ill., illustrated herewith seems to have the hub-board placed too high to intercept the hubs of the front wheels, hence would admit of a careless driver breaking down the posts. The approach to this driveway is supported by a well constructed concrete wall filled in with sand. The driveway from the concrete wall to the elevator is constructed of a steel frame covered with 3x4 inch oak. This will insure a strong driveway during the life of the elevator, if reasonable care is given to it. The frequency of the renewal of the floor depends upon operator's care in covering wagon track with old belting to reduce wear.

Some of the driveways illustrated on this page are so high and so poorly protected that they must always be dangerous driveways when covered with ice or wet with grain. Some of them have only remnants of guard rails, and at best are undesirable. The hazards of the grain business are sufficient without the elevator owner knowingly tolerating a dangerous driveway, which is likely to bring disaster to his customers and a damage suit to himself. It is not difficult to repair the guard rails or enclosure of a driveway, and there seems little excuse in the elevator man's taking chances with the unguarded passageway. Guide timbers formed of 4x4s should be laid on floor along the outside of the wagon tracks of every driveway, so as to make it next to impossible for the wagon to be backed off by a shy colt.

The driveway shown in Fig. 2 is not only well supported, but it has an easy



Driveway to Elevator at Cerro Gordo, Ill

incline and the guard rails are firmly propped by 2x4's, which are anchored to a 4x4, extending out from the top of the pillars. In some driveways the floor boards are extended each side of the posts of the guard rails, and the guard rail is propped from these extending boards, greatly increasing the strength and firmness of the fence enclosing the driveway.

It is possible to construct driveways so as to remove all dangerous and objectionable features, but it is quite apparent to anyone who travels about among the elevators, that the many elevator men do not give much attention to the ease and safety with which grain might be hauled into his elevator. As competition becomes more intense, this problem will insist upon ever increasing consideration. It is now possible to construct basements and dump sinks absolutely waterproof, so it is not necessary to have an elevated driveway, in order to prevent the water getting into the sinks and boots. It is unnecessary to build elevators up in the air.

High approaches should also be enclosed, as many disasters are traceable direct to the unguarded approaches. If the ground about the approach is graded up to its level, then of course there is no opportunity for a precipitous plunge by the farmer's horses or wagon.



1—Finson Beall Grain Co., Monticello, Ill. 2—Farmers Grain Co., Henning, Ill. 3—P. A. Pelter, Eureka, Ill. Boards missing. Steep Driveway. 4—About 6 feet of driveway railing of C. H. Elstons' elvtr., Chenoa, Ill., missing. 5—Driveway, Farmers Elvtr. Co., Niantic, Ill.



### Up-to-Date Iowa Elevator.

The new elevator of Neill & Momyer at New Sharon, Ia., on the Minneapolis & St. Louis Railroad, for substantial construction and completeness of equipment is a model.

The house, which is shown in the engraving, is 34x26 ft., cribbed for 30 ft. with 2x6 and for 20 ft. with 2x4 lumber. The cupola is 22x16 ft., and 26 ft. high; the working room, 22x12 by 12 ft. high, and the driveway 12 ft. wide with floor of 3-inch hardwood. Under the elevator and feed grinding room is a 7-ft. basement, 26x50 ft. At one end is a studded oat storage, 24x22 by 32 ft. high, and at the other end is a studded feed storage, 24x22 by 20 ft. high. On the side opposite the railroad track is the grinding room, 34x16 ft., and with 16 ft. posts. Floors of driveway, working room and feed grinding room are all on the same level with the floors of the cars.

The foundation and all floors are of concrete. The entire plant is covered with galvanized steel, and all roofs are covered with asbestos roofing. All wiring, both for motors and lights, is housed in iron conduits, and the entire plant is wired for electric lights.

The driveway has two sinks, with Western Self Locking Dumps, oil control, one emptied by gravity, the other by a Western Chain Feeder. A steel drag from the track is arranged so that ear corn may be unloaded from cars to sheller, or any kind of small grain may be conveyed to elevator legs. Of the two legs one has 14x7 and the other 12x7 cups, with a capacity of 1,500 bus. per hour. At

the head of each elevator leg is a cast iron turnhead so arranged that grain can be spouted to the Western Gyration Cleaner in the cupola, or to the two distributors under the cleaner floor. The double system of steel distributing spouts enables the operator to spout grain to any bin in the house from one or both legs at the same time, or, thru the steel loading spout, to cars. All spouts are operated by wire rope indicators from the working floor. Both leg and cleaner drives are fitted with friction clutches, also operated from the working floor below.

All of the 12 bins have hopper bottoms, 8 are over the working floor and drive and 4 are deep bins, the total storage capacity being 40,000 bus. The oats storage is filled by steel spouting from the elevator heads, and emptied by conveyors to elevator boots. From the cleaner the cobs and dust are spouted to cob and dust house on end of elevator or to brick cob burner. The screenings are spouted from the cleaner to the working floor below.

The equipment includes a Western Car Puller, with wire rope, of 8 cars capacity; a 1,000-bu. per hour Western Pitless Sheller, and chain feeder, in the basement, driven by a 25-h.p. electric motor, which also drives the line shaft in the feed grinding room; a three roller feed mill of large capacity in the grinding room, bolting reel, elevators to carry meal to bins above, hoppers to main floor for sacking; Western Manlift from work floor to cleaner floor; and 15-h.p. motor in the cupola. All of the machinery was furnished by the Union Iron Works.

### St. Louis Needs Elevators.

The great and growing need of St. Louis as a grain market to hold or increase its grain trade, is more and better elevators and greatly increased storage capacity. The St. Louis Merchants Exchange, a large body of splendid grain men, who thoroly know the business, are finally awakening to a realization of the importance of that fact.

To restore the prestige of St. Louis as a grain market and keep pace with the principal primary markets of the West no more favored by location or transportation to the principal grain producing States of the West, and having the advantage of the greatest river transportation tributary to the greatest grain producing States, the metropolis of Missouri must have great, modern grain elevators to handle properly and store the grain that should, and will be consigned to that market in reaching an outlet for home consumption in the North, East and South and foreign commerce from the Atlantic seaboard points.

The public grain elevators of St. Louis have less than 5,000,000 bus. storage capacity. There should be not less than 20,000,000 bus. storage capacity in that city to make St. Louis a primary market for wheat, corn and oats. When St. Louis gets sufficient storage room in modern, up-to-date elevators, equipped and prepared to handle properly and expeditiously all the grain she will receive, her glory and prestige of former years as a grain market will be fully restored and increase in future years with the greatly increasing production from year to year in the grain producing States tributary to the splendid terminal markets of this State.

Not until then, in my opinion and official observation of conditions in the grain markets of this State, will there be any material increase or improvement in the grain business at St. Louis or expansion of that grain market, commensurate with the volume and extent of the business that should be done by the large number of active, experienced, reliable grain dealers, millers and elevator operators, who are members of the St. Louis Merchants Exchange and capable, with adequate elevator facilities and storage for the market, to place and keep St. Louis in the front rank, as one of the best and largest grain markets and terminal elevator grain centers in the United States.

Awakening to a realization of these facts and that St. Louis is "hiding her light under a bushel" as a grain market, for lack of elevator facilities and storage room for grain, capital has become interested in plans and propositions to develop and build up the long latent and neglected, but most important commercial interest of St. Louis—her grain market—thru adequate and modern elevator facilities for the proper handling of the grain and ample storage capacity.—Jas. T. Bradshaw, State Grain Warehouse Commissioner, Kansas City, Mo.

RESERVES of wheat on hand in Canada, India, Australia and Argentina are so unusually heavy that the foreign governments are believed to be buying the cash grain instead of future deliveries. H. T. Robson, representing the buying agents of the foreign governments, says there are large reserves and a shortage in the storage room in the United Kingdom, and that bids on U. S. and Canadian wheat are out of line.



Neill & Momyer's 40,000 Bu. Elevator at New Sharon, Ia.



## 19th Annual Convention Kansas Grain Dealers' Association

The 19th annual convention of the Kansas Grain Dealers Ass'n, held at Kansas City, Mo., May 2, 3 and 4, broke all records of state meetings in the matter of interest and attendance.

At each of the four sessions the large banquet hall of the Coates House was filled, the full meaning of which can only be appreciated when it is known that one big circus, Billy Sunday, and Jess Willard were a few of the city's attractions during the meetings. The registration showed over 600 dealers.

To attract the visitors to the convention hall promptly on time Sec'y Smiley arranged for music by the Board of Trade Quartet. While this was greatly enjoyed, the precaution was by no means necessary. At 2:30 o'clock, May 2, Pres. F. A. Derby of Topeka called the opening session to order.

The address of welcome was delivered by C. T. Neal, of the Kansas City Board of Trade.

In the absence of Pres. B. C. Moore, I wish to welcome you to Kansas City and to congratulate you on living in the state of greatest wheat production, greatest in the number of automobiles owned by farmers, and greatest in the amount of bank deposits per capita. Every time a list of the states is made up, regardless of its purpose, your state is found at or near the top. It flows with milk and honey, and we hope you will select this city as the meeting place for your next convention.

Pres. Derby replied for the Ass'n, reading at the same time his annual address, from which we take the following:

### President's Annual Address.

It is indeed with pride that I, as president of this Association, call this, the 19th Annual Meeting to order and call to your attention past achievements, which have been a credit to our Ass'n, and bring to your notice a few of the subjects that are of vital interest to the grain dealer.

We would not be true Kansans did we not hold a good opinion of ourselves as well as of our beloved State, and as a Kansan born and bred, I wish to remind you of a few of the things of which the world speaks with pride concerning Kansas.

From personal experience and talks with men, who transact business with members of our Ass'n and other dealers all over the country, it is the unanimous expression that dealers of Kansas are men of the highest standing and character, and we believe this can be attributed to the constant watching of the officers of this Ass'n to see that its members live up to Trade Rules, observe business principles and only allow those dealers to become members, who are a credit to the Ass'n, thereby, making membership a real financial asset. That a dealer from the east, west, north or south can refer to our directory to see whether the dealer with whom he wishes to do business is a member or not and thereby judge his standing, is indeed valuable.

The Ass'n has accomplished in years past. Let me but mention a few things: Destination weights, the source of the largest direct loss of the dealer fifteen and twenty years ago, when the dealer considered if his loss was not more than twenty bushels to the thousand he was fortunate. Now dealers complain severely if the loss runs one-fourth of this. The elimination of the celebrated one hundred pounds allowance for which we contended for years has paid to the Kansas Grain Dealers much more than the Ass'n has ever cost its members. The improvement of trade rules at terminal markets brot about by a concerted action of our members, the assembling and dissembling of information useful to dealers, by our Secretary, and guarding

the interests of the dealers wherever our grain may go.

That our Ass'n has been a strong factor in developing correct sentiment toward the grain shippers must be conceded and the independent grain man, the farmers' co-operative concerns and the line houses, all have a place in our membership as their interests are mutual and the membership is worth more to them than memberships in similar organizations.

The policies of the officers of this Organization regarding different classes of grain dealers has been of the broadest, placing all regular dealers in the same class whether line houses, farmers' co-operative concerns or independent dealers and at this time the membership represented by the farmers' elevators is one of the strongest and most valuable of this Association.

The Ass'n's work for the grain shipper has brot about developments and eliminated more evils than any other Ass'n of like character of which a part of our membership might be interested. We do not say this to the discredit of other Ass'ns but the facts are that the local association working for a shipper's interest brings to bear on railroads, on boards of trade and terminal market organizations, and on our law makers, influences that no individual dealer could command. Also, forces that an Ass'n that is national in character could not use.

The quartet was again called into action and the song, "Kansas I Love You," was enthusiastically cheered. Wm. Murphy extended an invitation to all visitors to partake of a banquet and entertainment on Wednesday evening, as guests of the Kansas City Board of Trade.

Sec'y Smiley next read his annual report, from which we take the following:

### Secretary's Annual Report.

The past year shows more changes in ownership of elevator property in Kansas than in any one year in the past nineteen, or since the Kansas Grain Dealers' Ass'n was brot into existence; also a notable change in the personnel of the membership of the Ass'n. During the year past, resignations tendered, 22. Individuals and firms discontinuing business on account of sale of elevator property, 37. Expelled for refusal to abide by order of Board, 3. Deceased, 2. Total loss in membership during the year, 64. New applications received and approved during the year, 99. Net gain in membership for the year, 35. Several of the resignations tendered and accepted were those of Missouri dealers, they having organized a state association of their own during the year past.

Legislation: At the time of our last annual meeting the Kansas legislature was in session, and was at that time considering bills in which all of our members were vitally interested. The bills under consideration by the legislature at that time are as follows: the grain inspection bill, track scale bill, metal fire escape bill, commercial feeding stuffs bill, and an act to compel train crews to notify in writing, consignees of all leaking or defective cars found in trains while in transit.

The bill introduced relative to the inspection of grain provided for optional inspection by the shipper making the notation on his bill of lading, "state inspection not desired or words to that effect," and also provided that no one would be eligible to hold the position of deputy grain inspector, who had not had at least three years experience in the handling of grain. The substitute bill passed the house, was messaged to the Senate where it met with little opposition and became a law upon publication in the statute book. This, in face of opposition by almost the entire grain trade of the state.

The author of this bill succeeded in convincing a majority of his colleagues in the House that his substitute for the original bill did not provide for compulsory inspection, and has been putting in full time since the enactment of this bill into law in trying to convince elevator owners and operators that it is not a compulsory measure. But we believe that every shipper has now been convinced, if ever in doubt, that it is a compulsory inspection bill, as

he finds it practically impossible to have his grain sold at any point where a deputy inspector is maintained without paying tribute to the Kansas Inspection Department. That this measure has been a good revenue producer, as it was intended to be, there is not a doubt, as the Department has a surplus of nearly \$50,000 to its credit on April 1st, with three months of the year remaining. If shippers were only compelled to pay for one inspection, there would be less complaint, but they are compelled to pay tribute to the department every time a car is stopped at a point where a deputy inspector is maintained.

**Amendment Recommended:** I offer the following recommendations: at the next session of the legislature, endeavor to secure an amendment to the present law, making it the duty of all deputy grain inspectors, upon arrival of cars loaded with bulk grain, after testing and inspecting same, to place a card or ticket on the door post or conspicuous place on the inside of the car, showing the test weight and grade, and if the car is forwarded to some other point in the state, where a state deputy inspector is maintained, it shall be the duty of the Deputy Inspector at the points, to which the car is forwarded, to take sample from the car and make copy of the ticket found in the car, showing the test weight and grade, and deliver same, with sample, to the buyer. If he is not satisfied with the grade, he may call for re-inspection within forty-eight hours after the arrival of the car, and if the grade is not changed, the buyer pays the re-inspection charge. I believe that if this amendment were made to the present law, there would be fewer re-inspections called, and we know, that the seller would be relieved from paying for a service that is of no value to him and for which he has not made request.

**Scale Inspection:** The scale department of our Ass'n was discontinued December 1st. The principal reason for this action was that the department could not be made self-sustaining on the fee charged for service. The different carriers operating partly or wholly within this state, excepting the Burlington and Union Pacific railway, have assured us of their intention to make an examination of all scales located within the towns through which their lines pass. This is not entirely a new proposition as the lines operating in Oklahoma tried out this plan the past season and we are officially advised that, with few exceptions, the plan was satisfactory both to shipper and carrier. The heads of departments in charge of this service, have assured the officers of this Ass'n that they will employ only competent men to do this work, and will instruct them to advise all elevator owners and operators in the use and maintenance of the different weighing devices. We believe that if the shippers will co-operate with the carrier's representatives that much of the loss heretofore sustained can be eliminated. We will ask every member of this Ass'n to lend his assistance in making this plan, adopted by the carriers, a success.

**New Rules Governing Grain Inspection at Gulf Ports:** We are officially advised that the Galveston Board of Trade has added an amendment to its rules providing for inspection of all grain upon arrival; also limiting time for re-inspection to forty-eight hours, where cars are loaded to permit of a thoro inspection at time of arrival. Exceptions to this rule are as follows:

In cases where, because of overloading of cars, or other physical difficulties, the inspector has not been able to secure a proper sample of the grain. Or where evidence of plugging is shown, or where grain has been damaged after inspection by leaky roof, or other defects in the car.

Under the old rule, the shipper was compelled to assume all liability, taking the risk of grain getting out of condition after its delivery to the consignee. We do not believe that it is generally known to the grain trade of Kansas and Nebraska, that grain was not inspected at this port until delivered at the elevator for unloading, until after the storm in August of last year. A large number of cars were on the island unsuspected when the storm struck, causing losses to grain shippers of over a quarter of a million dollars. The shippers of Oklahoma and Texas were the hardest hit, as comparatively little Kansas grain had been marketed prior to the time of this storm.

The New Orleans Board of Trade has also amended its rules providing for a time limit for reinspection to forty-eight hours. The rules of the New Orleans Board of Trade have always provided for inspection on arrival, and I am in a position to know positively that there has never been



any delay in the inspection of grain after its arrival at that port.

Do you fully realize what this change in rules means to you? Millions of bushels of Kansas grain has been cleared for export through Galveston and the owner, or shipper, of this grain has been compelled to assume all the risk from the time it was loaded at point of origin until unloaded at the elevators, and as the elevator facilities are somewhat limited at that port, a congestion was the rule rather than the exception during the free movement of grain from this territory.

**What Is the Matter With the Grain Business:** Some time ago, the Grain Dealers' Journal solicited opinions from grain dealers throughout the grain producing states, as to What was the matter with the grain business? These opinions were printed from month to month, and many of them were amusing, some highly entertaining, and others educational. I will not attempt to mention all of the different reasons assigned by the different correspondents for their business not being profitable, but it was the general opinion that their competitors were entirely at fault for conditions at home and the wicked boards of trade and inspection departments, and carriers, were entirely at fault for their troubles in transit and at destination. In no instance, did one of these many correspondents admit there might be even a possibility of their being to blame for the condition they complained of.

Conditions in this state are very similar to what they are in other states, notwithstanding the fact that some of the Kansas correspondents attempted to make the reader believe that conditions were much worse in their particular locality in the state of Kansas than it was possible to be at any other point on the continent. Let us consider some of the reasons why the grain business in this state is not as satisfactory and profitable as it should be. To unfair and unreasonable competition, more losses and lack of profits can be charged than to any other cause.

Do you, Mr. Shipper, realize that it is possible to convince your competitor that while he is injuring you, he is doing himself an injustice by refusing to recognize your rights? Do you know that in many instances this competitor would gladly listen to a proposition or suggestion you might make?

Some of the worst grain fights that have ever been staged in Kansas were settled in a few minutes by a disinterested party bringing the principals together. We are all human and human nature is so constituted that we are never willing to accept any of the blame for wrong doing or wrong intentions.

Another reason assigned for lack of reasonable profit accruing from the business is a lack of the grain dealers adopting modern methods. To illustrate: how many dealers in Kansas and southern Nebraska have installed moisture testers in their offices? The Federal Department of Agriculture has adopted grades that are being

used to determine the value of corn at all terminal markets. You may not like these rules adopted by the Agricultural Department, and I do not attempt to deny that these rules favor the buyer, but they have been adopted, and unless the Department makes a change you will be compelled to abide by them.

**Speculation:** We believe that speculation has caused more losses to the country grain dealer than all other causes combined. There is several forms of speculation that I might refer to. The most prevalent, however, is betting your money that the market will advance or decline from a certain price. Were it possible to prohibit trading in options, and permit the sale or purchase of grain for deferred shipment or delivery, I would say, without a moment's hesitation, "let us do what we can to hasten such legislation."

There is another form of speculation that should be discouraged, and that is the purchase of large quantities of cash grain that is held for an advance in the market. Under the rules existing in the different boards of trade throughout the country today, it is possible for every grain dealer to eliminate speculation from all of his business transactions. If you purchase one or five thousand bushels of grain on a basis of today's market, you can sell this grain for future delivery, fixing your profit, and eliminating all possibility of loss.

**Short Weights:** It has been the experience of practically every grain dealer to find industries located where there is no supervision of weights that fail to make returns for the amount of grain invoiced to them. Unfortunately, there is a number of these concerns located in this state, as well as adjoining states. You do business with them today and will refuse to do business with them tomorrow, but there are approximately eleven hundred elevators in this state, and these alleged short weight industries continue in business, extending their bids to new territory, and by the time they become generally known to the trade, the name of the concern is changed, or they have found new fields in which to operate. If every member of this Assn. would advise the office of the Secretary, giving the name of these concerns and their location, a record could be kept and we believe that the Secretary could legally advise the membership of the complaints received, which would enable the entire membership to avoid doing business with this class of industries.

**Kansas City Quotations:** Another cause for long standing complaint is the quotations put out by the quotation committee of the Kansas City Board of Trade. Take for instance the quotations appearing in the Daily Drovers' Telegram of April 26th, hard wheat No. 2, nominally \$1.11 to \$1.15; ordinary, \$1.09 to \$1.10. The highest quotation for No. 2 hard wheat on that date was \$1.09. These quotations as published are misleading. The country buyer receives the CND's at the close of the market, hours before he receives his paper giving the actual sales. These quotations are published in every daily paper, published

in Kansas City, as well as the daily papers in the cities of larger towns of Kansas. These papers reach the farmers either date of issue or the date following, and I know that I voice the sentiment of the entire membership of this Ass'n, as well as other dealers, when I say that they would like to have the quotation committee of the Kansas City Board of Trade attempt to explain to the farmers of Kansas why No. 2 hard wheat is quoted at from \$1.11 to \$1.15, and the highest sale, reported at \$1.09. Many farmers have told me that sales were made at these higher quotations, and not reported.

**Overbuilding:** A further menace to the prosperity of the elevator owner is the multiplicity of elevators built and in operation and the number contemplated for the present season. When one takes into consideration, that the actual cost of maintenance and operating an elevator, which includes interest on the investment is from \$2,500 to \$3,000 per annum, an elevator must handle at least 100,000 bus. per annum, on a gross margin of 5c per bus. to justify the investment. There are a number of stations in Kansas where elevators are located that do not originate nearly this volume of this business, but they handle coal and other lines in connection that makes the business fairly remunerative. There are numerous stations, however, that have from three to seven elevators that do not originate sufficient grain to justify the maintenance. The owners of some of these plants find it more profitable to close their plants five to six months out of the year rather than operate them.

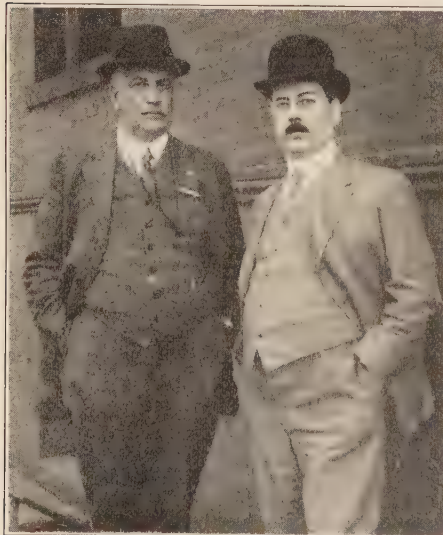
Two north and south lines are now building, and when these lines are completed it will divide the present territory and make some of the plants now located practically worthless. Would it not be wisdom on the part of prospective buyers to seek locations where elevators are offered for sale, rather than seek locations at points where the business is now actually overdone.

While the grain business in Kansas is not what we all might wish it to be, I believe that if the dealers will make an effort to observe more closely the Golden Rule, and will content themselves with handling their share of the business and not become imbued with the idea that grain must advance in price when they have accumulated a line, and, last but not least, do business on business principles, they will find that there is nothing the matter with the grain business in Kansas.

It was moved and seconded that the report of the Sec'y be accepted.

V. E. Butler, Director of the Grain Dealers Fire Ins. Co., read a carefully prepared paper on Preparedness in the Grain Trade of Today, which will be published in a later number.

The program called for other papers by E. Lee Heidenreich and W. L. Richeson, Chief Grain Inspector, New Orleans,



Standing, at left, Pres. Lee G. Metcalf and Sec'y Chas. Quinn of the G. D. N. A.

Sec'y Smiley Saved Two Punch Glasses from the Banquet Catastrophe. Many Shippers and their Wives on the Excursion to Excelsior Springs.



but these men were absent. L. G. Metcalf, Illiopolis, Ill., pres. Grain Dealers National Ass'n, was asked to make a few remarks. He said:

I always feel perfectly at home with a bunch of grain men and never hesitate about addressing them. I wish to extend to you an invitation to join with the National body in its next convention at Baltimore. We expect a big entertainment and a valuable business session. If you stay away you will miss the opportunity of your life for grain education.

The National Ass'n is trying to serve all of the affiliated ass'ns of the country, not by interfering with their state affairs, but by handling for them those matters which are of national import. Last Saturday the Ruby Bill passed the House. That bill will give to us uniform grades of grain all over the country.

Recently we appeared before Pres. Wilson to present our reasons why the Pomerene B/L measure should be enacted into a law, and we hope it will yet become a law at this session of Congress. We must have a B/L which will be a receipt for the property delivered to the railroad. We are standing back of this measure, but we need the co-operation of the state ass'ns.

The Kansas ass'n has always been a loyal supporter of the National Ass'n, and whenever we can serve you, as a state association, do not hesitate to command us.

O. Maxey, Supervisor of Weights, C. R. I. & P. Ry., Chicago, Ill., read an interesting paper on differences in weights.

Sec'y Smiley announced that special rates had been obtained over the inter-urban line between Kansas City and Excelsior Springs, for an outing on Wednesday. He asked that everyone intending to make the trip be on hand early the following morning. Two trains were promised, he said, and the visitors could be back in Kansas City in time for the Wednesday afternoon business session.

The general discussion, toward which many of the delegates were looking, was eliminated owing to lack of time. Sec'y Smiley asked that as many non-members be brot into the next session as possible.

Pres. Derby appointed the Resolutions Com'te, as follows: E. Bossemeyer, Jr., Superior, Neb.; H. Work, Ellsworth,

Kan.; Mr. Kelso, Cherokee, Kan.; A. L. Scott, Pittsburg, Kan., and C. G. Hopkins, Hutchinson, Kan.

Session adjourned.

## Tuesday Evening Session.

It was freely predicted that the attendance at the evening session would be light, owing to some half dozen other attractions in the city, but before the time for the meeting every seat in the hall was occupied.

The program called for a general discussion of varied topics, the first being the practice of full pound deductions on half pound tests, led by J. H. Taylor of Pearl, Kan. Mr. Taylor said:

## The Half-Pound Test and Full Pound Deduction.

"Resolved, that the present practice of half-pound test and full pound deduction is an injustice to the country grain dealer."

Our company shipped car No. 45246 P. I. on Nov. 11, 1915, with wheat from Pearl to Wichita, sold at \$1.05 for No. 2 59-lb. Kansas grades. It tested No. 3 56½; deduction 5c per bushel. If the quality had been considered the deduction should have been 4c; a loss of 1c per bushel, or \$6.60 per car.

The export scale under which the last crop has been bot is as follows:

No. 2 hard wheat, 59-lb. test: standard. No. 3 wheat weighing 58 lbs. or better, but less than 59 lbs., is discounted 1c.

No. 3 wheat weighing 57 lbs. or better, but less than 58 lbs., is discounted ¾c.

No. 3 wheat weighing 56 lbs., or better, but less than 57 lbs., is discounted 5c.

No. 4 wheat weighing 55 lbs. or better, but less than 56 lbs., is discounted 7c.

No. 4 wheat weighing 54 lbs. or better, but less than 55 lbs., is discounted 9c.

No. 4 wheat weighing 53 lbs. or better, but less than 54 lbs., is discounted 11c.

No. 4 wheat weighing 52 lbs. or better, but less than 53 lbs., is discounted 13c.

Lower grades, below 51 lbs., are discounted 4c for each pound test.

In other words, under this system a carload of 1,000 bus. of No. 3 wheat weighing 57½ lbs. to the bushel would be discounted 3c per bushel, or \$30 per car, while a carload of No. 3 wheat weighing 56½ lbs. would be discounted 5c per bushel, or \$50 per car, making a total discount for two cars \$80, whereas these two cars could at once be mixed, the 56½ with the 57½-lb. test, and two carloads of wheat weighing 57 lbs. would be the result, thus leaving a profit of \$20 for the mixer, which is equivalent to 1c per bushel.

If the discounts were made on the basis of 1c for each half-pound, instead of 2c for each pound or fraction thereof, the discounts to the producer or country elevator man would be more equitable.

Between July 1 and Dec. 31, 1915, our company had 17 cars testing even pounds,

and 8 cars testing half pounds, so that practically one-third of our shipment lost us 1c per bushel, or \$6.60 for a 1,100-bu. car. A total of \$55 loss from this source.

What is the remedy? A strong protest on the part of the producer and country elevator man. Would it be square to pass this loss along to the grower? Say we buy 10 wagon loads of wheat testing 57 lbs. and load this in a car. The test at sale point will be 56½ lbs. while we paid for half of this wheat on the basis of 57-lb. test. We cannot do this without false testing and consequently have to absorb the loss ourselves.

What the country elevator wants is payment at actual value, whenever the test is on the half-pound. When we awake to the injustice of this the remedy will be given us.

Why should not the terminals and millers give us this, in simple justice and not be compelled to do so by strong protests? What I have stated would not apply where grain is sold by sample, but only on contract grades.

Many believed it an injustice to discount a full pound if the weight fell short only a half pound, and it was suggested that the better way would be to "split the difference."

A. J. Brunswig, St. Joe, Mo.: This export scale is not made by us, but by people who are doing business with foreign countries. During the last year, especially, we have all suffered with off-grade grain. If a buyer gets any 62 pound wheat he can mix some of the off-grade stuff with it, to bring it all down to 59 pounds. On contract, if 59 pound wheat is specified and 58½ pound wheat shipped, the shipper will be discounted anywhere from 1½c to 2½c.

Representatives of millers present did not believe that farmers would complain on tests, as the testers used in the grain trade generally tested heavy. The Concordia Mills, it was pointed out, always called 57½ pound wheat 58 pounds instead of 57.

E. Bossemeyer, Superior, Neb.: It is simply a question of whether to divide on half pounds or full pounds. We must divide on something; some may even want quarter pounds. It is just a question of where you draw the line. I have found the average country elevator man prone to favor the farmer.

James Robinson of Potter, Kan., read a paper on avoiding the delay incident to moisture tests.

H. A. Foss, Weighmaster, Chicago: How much difference is there in the delay occasioned by the tests as now taken, and the tests as taken before?



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Geo. B. Ross, State Grain Inspector, Kansas City: We have an occasional delay, some days being compelled to carry a few cars over. But at present we are getting our moisture tests in time to put all grain on the market the day of its arrival, providing the cars are on tracks early in the morning. I think Mr. Robinson looks upon the dark side of this question. We do not consider it a graft. If there is any place we earn our money it is in making moisture tests. The equipment for making these moisture tests is very expensive, and the profit to the department in the work is small.

Mr. Ross then called attention to peculiar possibility under the present methods of testing. Two cars of corn, graded No. 4 on account of moisture, but otherwise bright and glossy, if mixed with two cars of corn also graded No. 4 but with only 14% or less of moisture, would produce for the mixer, very often four cars of No. 2 corn.

E. D. Bigelow, Sec'y Kansas City Board of Trade: The laboratory test has come to stay. It is a business like proposition, and the trade is benefited by it. Before this laboratory test was inaugurated great quantities of corn went into southern markets with heavy losses. Now that is eliminated, as a man will not ship to a southern port or for export without the test. To go back to the old system would necessitate a much larger margin owing to the risks.

R. T. Miles, Chief Inspector, Galveston, Tex.: Does not the country shipper who has no moisture tester stand to lose a great deal of money?

Pres. Derby: He should buy a moisture tester. If a dealer can show the farmer how much water he is hauling to market the farmer can not object to being paid less money for that watered corn than he would for corn of better quality.

J. M. Black, Lebo, Kan.: In my territory I may have 40 men come in with loads of corn the same day, 35 of them wanting cash for the grain. This makes it practically impossible to buy all of our corn on the moisture test, but in time we will no doubt educate the farmer to sell his corn according to test.

J. E. Stone, of Zurich, Kan., read a paper on the present methods of book-keeping, which will be published in a later number.

E. C. Haines, Assaria, Kan.: This has been an unusually bad year on account of market conditions. We have had no cars. We have been able to get a set of wheels, occasionally with a roof, but we have been compelled to furnish the sides. I was supposed to speak to you about selling and consigning, and the advantages of one over the other, but prefer to leave the subject open, as so much depends upon conditions. On a year's crop I have found that we made more money by selling than consigning.

D. S. Coleman, Oneida: I have never bot a dollar's worth of grain on a Board of Trade, and do not believe in speculating. As soon as the grain comes into the elevator we either sell or consign it, in that way striking some rising and some falling markets. We thus use both selling and consigning to advantage.

Session adjourned.

### Excelsior Springs Outing.

Promptly at 9:00 o'clock Wednesday morning two interurban cars, with nearly a hundred grain dealers and their wives, started for Excelsior Springs, one of the popular resorts of Missouri, so located as to be easily accessible from the dry Kansas territory. The beautiful million dollar hotel of which the Springs boasts was visited, the management generously distributing the water which made it famous. Leaving the hotel the crowd separated in all directions, some gathering flowers in the fields, others strolling along the small brooks and pools "skimming" rocks, while still others "hiked" to the beautiful golf links. The return trip was started at noon, everyone returning in time for luncheon at headquarters.

On the way back Sec'y Smiley was given a scare. He was admiring a bunch of wild flowers gathered at the springs, when he suddenly threw them from him. "That bouquet," he said, "was literally filled with Green Bugs and Hessian Flies."

### Wednesday Afternoon Session.

C. C. Isely, Cimarron, Kan., was the first speaker of Wednesday. His subject was "The Grain Dealer and the Community," and as Mr. Isely is an ardent advocate of community building on the part of the grain dealer and banker, his talk was both entertaining and instructive. He said.

The communities in which the grain dealer can do the most good are those with a population of from 100 to 2,000, where the laboring man, banker, and washerwoman are considered on equal terms. That community is the ideal American institution, developing from the old New England town. Man made the city, but God made these little country communities.

The middleman has been the subject of much abuse on the part of some publications which are clamoring for his elimination. The trade journals are doing everything they can to fight the battle of the middleman, showing what a necessary field he covers, but these trade journals can not reach the people we want to reach, the farmers.

When the farmer once understands the problems of the grain dealer, and the amount of money he has invested in an elevator and equipment for handling his grain, that farmer is generally a good friend of the man to whom he sells grain. For instance, an outsider came into my Colorado station trying to buy corn, and while at the elevator a farmer drove up offering a large quantity of corn at 85c. He immediately offered the farmer 86c for the grain. The farmer's answer surprised my agent. It was:

"This elevator is open to receive my grain any time I care to deliver it, and Isely pays the market price for it. You are here today and tomorrow you may be over in Kansas. Why should I give you any of my corn, regardless of what you offer? No, sir, if you want corn from me you'll have to pay 90c."

All farmers are not so broad minded as this fellow, but are we not at fault ourselves for not explaining more carefully to the farmers a few of the investments we have made and the hazards we constantly encounter?

Terminal markets are a good deal the same way. I tried last year to get away from this central market on a few carloads of grain, and shipped to Chicago. But I could not find a single time when Chicago wanted my stuff badly enough to net me as much money as if I had shipped to Kansas City.

If we grain men make a little money we are immediately investigated. More so than any other line of business. I have here the circular of a bank, which loudly boasts of annual earnings of \$1,000,000 on a capital stock of \$250,000. Our importance in the community is just as great as the banker's. We are the sales managers of the distributors of the grain products of our communities. We must be able to find the best places to market those products, and must place them somewhere whether the grain be good or bad. Here I might say that anyone can sell the good grain, but it requires a real grain man to market the poor stuff to advantage.

Kansas produces an average of 13 bushels of wheat to the acre; Germany grows 40. In my county more money is lost by smut on wheat than is earned by all the grain elevators in the county. Here, in helping to overcome this smut, is an opportunity for the elevator operator to help both himself and his community. The dealer should be proud of his profession. He



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can assist materially along other lines than merely improving the community as far as crops are concerned; he can boost for better roads, schools, living conditions, churches, or he can contribute occasional articles and advertising to the local country newspapers which are constantly on the job. These are among your best friends, and the editors will never fail to carry an instructive message to his farmer readers if you show him the importance of it.

Pres. B. C. Moore of the Kansas City Board of Trade read a letter from the members of the Board of Trade to the Ass'n complaining against the action of the daily papers which had grossly misquoted Sec'y Smiley's reports on acreage and production of wheat in Kansas this year.

E. Bossemeyer, Jr., Superior, Neb., was the next speaker, his subject being the Yesterday and Today of the Grain Trade. It will appear in a later number.

Sec'y Bigelow of the Kansas City Board of Trade announced that he had several thousand copies of the booklet "Truth and Error in the Economics of the Grain Trade" for distribution among the visitors, and asked that they study this booklet carefully. These little books are reprints of an address by J. C. F. Merrill, sec'y, Chicago Board of Trade, and published in the Grain Dealers' Journal for Feby. 10.

E. A. Fulcomer, Belleville, Kan., read an instructive paper on Grain Inspection as it is and as it should be. It will appear in a later number.

The moral forces in the business world were ably discussed by A. L. Scott of Pittsburg, Kan.

J. H. Sherman, sec'y, Wichita Board of Trade, told the visiting dealers in ten minutes more about hedging than they could have learned from experience in ten years. It is published elsewhere in this number.

After the reading of his paper Mr. Sherman was asked to answer many questions on the subject of hedges, and was finally asked how it would be possible to hedge when the cash grain was selling at the same price, or at a premium, over the option. He explained then, that this would be impossible.

Mr. Robinson: I do not believe it is well to instruct the farmers in the art of hedging; we do not want to make gamblers of them.

J. H. Karns, Oswego: I do not agree

to that. I believe when the farmers become better educated to the problems of the grain dealers they will be better customers. But we should try to eliminate the speculator; the man who has no grain at stake. Hedging is too deep for me, and I have witnessed many disastrous spreads.

Mr. Ross: Local conditions have a great deal to do with inspection. Inspectors often yield to the influences around them, whether those influences be good or bad. We feel that we have accomplished a great deal in this state, and now many shippers and receivers of other states are insisting that their grain be inspected on the Kansas City basis when it passes thru here. There is no such thing as politics in the Kansas Grain Dept. We are now examining 80 or more men to act as helpers, but not one of these will be asked as to his politics.

After a brief explanation of the care used in obtaining samples, the session adjourned.

## Entertainment.

More than 450 guests of the Kansas City Board of Trade appeared at the Coates House for the banquet and entertainment on Wednesday evening. An "overflow" eat fest was held at the Baltimore Club, after which both sections enjoyed the entertainment at the Coates.

The Com'te on Entertainment consisted of Wm. Murphy, Jas. N. Russell and B. L. Hargis, and at least a part of the show will never be forgotten by the visitors. W. S. Washer, of Atchison, very serenely stepped to the stage, and holding up his hand asked for a few moments of silence. Sec'y Smiley was escorted to the stage, after which the fluent tongue of Mr. Washer nearly brot tears to the eyes of many as they listened to the wonderful accomplishments of their sec'y. As Mr. Washer finished speaking a man dressed as a waiter approached with a tray containing a large glass punch bowl and half a dozen glasses, a gift to Mr. Smiley from his admirers. The sec'y was deeply touched and delivered a pleasing acceptance.

Then as he reached for the token of esteem the waiter stumbled and the tray crashed to the tiled floor. Mr. Smiley managed to grasp two of the glasses before they left the tray and these were taken home as souvenirs.

The entertainment consisted chiefly of singing and instrumental music, by six accomplished young ladies who held the audience spell bound and won many encores.

## Thursday Afternoon Session.

The last session of the convention was called to order at 2 o'clock Thursday, Sec'y Smiley reading his report as treasurer of the Ass'n. This showed receipts of \$6,477.35 and disbursements amounting to \$5,737.11, leaving a balance on hand of \$740.24.

The Auditing Com'te's report tallied with that of the Sec'y.

Sec'y Smiley: I have here 100 crop reports from dealers in all sections of Kansas. A compilation of these cards shows an average yield of wheat for the state of 14.5 bus. per acre, judging from the condition on May 1. The wheat remaining on farms from the 1915 crop is 10.5% and corn 16.5%. The reports indicate a yield for Kansas this year in excess of 126,000,000 bus.

## Arbitration.

The Arbitration Com'te reported that it had no special recommendations to make, and a list of the companies asked to arbitrate during the year was read.

## Resolutions.

The resolutions were read by H. Work, and each was adopted as read. They follow:

The undersigned Committee on Resolutions appointed by the President at the Nineteenth Annual Meeting of the Kansas Grain Dealers Ass'n beg leave to report as follows:

RESOLVED that we approve and endorse a system by which all bulk grain shall be bought and sold by the hundred-weight. Further that we hereby request all national and state ass'ns and boards of trade to co-operate with us in securing the adoption of this method of buying and selling grain.

## RAILROAD LEASES FOR ELEVATOR SITES.

RESOLVED that we request the officers of the Grain Dealers Nat'l Ass'n to at once take up with the Interstate Commerce Commission the matter of excessive charges for Railroad leases for elevator sites, to the end that more just and reasonable charges for said leases may be obtained.

## MEMBERSHIP CAMPAIGN.

RESOLVED that we hereby recommend to Sec'y Smiley that a booster campaign for new members be started at once along



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similar lines pursued by the Grain Dealers National Ass'n.

#### COMPLAINTS COMMITTEE.

RESOLVED that a standing committee of three be appointed by the President to which all complaints shall be referred that may arise from time to time between this association and the various grain exchanges at terminal markets.

#### NOTICE TO SHIPPERS BY CARRIERS.

RESOLVED that we favor such legislation by the State of Kansas as will compel Railroad Companies to furnish shippers, when requested, conductors' reports on cars of grain repaired in transit; also such legislation as will compel Railroad Companies to furnish shippers of grain immediate notice of any grain that is transferred from one car to another, or any part of any car that may be removed by the R. R. Co. in transit.

#### INSURE GRAIN TO GULF PORTS.

Whereas there have been excessive losses on account of floods at certain gulf ports, and

Whereas we believe that there continues to be imminent danger to shippers of grain at such ports, therefore, be it

RESOLVED, that we hereby request our Sec'y to co-operate at once with the secretaries of grain dealers ass'ns of Oklahoma, Missouri and Texas, to secure, if possible, from exporters an agreement that they will insure at their expense all grain destined for export through all gulf ports where there is danger that grain may be damaged by floods.

#### THANKS TO BOARD OF TRADE.

RESOLVED that we hereby tender our thanks to the Kansas City Board of Trade for the courtesies extended and the hospitable manner in which they entertained the members of the Kansas Grain Dealers Ass'n at the banquet in the Coates House May 3d. We especially desire to compliment the committee from the Board of Trade in charge of the banquet and the splendid program rendered and that a copy of this resolution be forwarded at once to the President of the Board of Trade.

#### ENDORSE RUBEY BILL.

Whereas the House on April 29th passed the Rubey bill as an amendment to the agricultural appropriation bill, and

Whereas the Rubey Bill is substantially the same as Moss Bill or Grain Grades Act, which bill has heretofore been endorsed by this Ass'n.

Resolved That the Kansas Grain Dealers Ass'n in convention assembled on May 4th, 1916, again approve the principles of federal supervision of grain inspection as embodied in the Rubey and Moss bills, and that we use every legitimate effort to secure the passage by the United States Senate of the Rubey Bill at this session of Congress.

#### ENDORSE POMERENE BILL.

Whereas there is now pending before the House Committee on Interstate and Foreign Commerce the Pomerene Bill, S. 19, which measure is designed to give to the shippers

of the country an equitable bill of lading; and

Whereas the Pomerene Bill has been passed unanimously three times by the United States Senate, but has never been reported by the House Committee on Interstate and Foreign Commerce to which it has been referred;

RESOLVED that we heartily endorse the Pomerene Bill which measure if enacted into law, would safeguard the negotiability of all bills of lading in interstate and foreign commerce.

Resolved, that we urge our members to use their best endeavors in an effort to have the Pomerene Bill reported by the House Committee on Interstate and Foreign Commerce at the earliest possible date so that action may be had on the bill by the house before the present session of the 64th Congress adjourns.

#### MR. BUTLER'S ADDRESS.

RESOLVED that the thanks of the Association are due and are hereby tendered to Mr. V. E. Butler of the Grain Dealers National Fire Insurance Co. of Indianapolis, Ind., for the splendid address before this ass'n on the subject of "Preparedness as Applying to the Grain Business Today," and that the Secretary be instructed to have five thousand copies of said address printed for general distribution.

#### REINSPECTION IN KANSAS.

RESOLVED that we favor an amendment to the present grain inspection laws of Kansas which shall make it compulsory upon all purchasers of grain within the state of Kansas who demand reinspection that said purchaser of grain shall pay the cost of reinspection provided the reinspection does not lower the grade of previous inspection.

#### DOCKAGE FOR NATURAL SHRINKAGE.

RESOLVED that we are opposed to the attempt on the part of the carriers making a deduction of  $\frac{1}{4}$  and  $\frac{1}{4}$  of 1%, for alleged natural shrinkage of grain while in transit and instruct our sec'y to use all honorable means to prevent the approval of a tariff providing for such reductions.

#### ARBITRATION FOR DIFFERENCES OF RAILROAD EMPLOYEES.

Whereas there are grave differences now existing between the Railroad employees and the Railroad managers covering most of the Railroad lines in the United States and

Whereas we believe that such differences should be so adjusted without injury to the public at large, therefore, be it

RESOLVED that we favor arbitration of such differences between employer and employee if the parties thereto are not able to otherwise agree.

Sec'y Smiley: In reference to the high rental on elevator sites I wish to call your attention to the fact that there is only one party to contracts of this kind. That is the railroad company. The ground can only be leased from year to year. Suppose a man builds a concrete eleva-

tor; then the railroad, on expiration of his lease tells him to vacate the land in 30 days. Is not this confiscation of property?

E. Bossemeyer: I move that we add a resolution of thanks to Pres. Metcalf and Sec'y Quinn for the trouble they went to in order to be with us. Carried.

The election of officers for the ensuing year resulted in the selection of Pres., F. A. Derby, Topeka, Kan.; Vice-pres., F. W. Gaunt, Alton, Kan.; Sec'y-treas., E. J. Smiley, Topeka. After brief acceptance speeches, the following directors were elected: District No. 1, C. A. Geiger, Robinson; No. 2, R. W. Dockstader, Beloit; No. 3, A. L. Scott, Pittsburg; No. 4, J. E. Miller, Hutchinson. Nebraska will be represented by E. L. Brown, Chester, and J. M. Rankin of Cambridge.

Convention adjourned sine die.

#### Kansas Konvention Kaws.

More than 475 were registered, not including local grain men.

Pencils were distributed by the Kansas City Alfalfa Feed Co., and the Ellinwood Grain & Supply Co.

The familiar "40 years in the grain trade" folder of P. B. & C. C. Miles, Peoria, Ill., was much in evidence.

The St. Joseph Grain Exchange provided the shippers with neatly printed booklets on the grain facilities of St. Joe.

Identification badges were supplied by the Grain Dealers' National Mutual Fire Insurance Co., and everyone pulled the string.

Steel and concrete elevators and storage tanks were attractively described in circulars and booklets distributed by the White Star Co.

R. T. Miles, Chief Grain Inspector, Galveston Board of Trade, handed out booklets containing the rules and regulations of that port.

Kansas City receivers, not content with the entertainment provided for the dealers as a body, organized many little private parties for the benefit of their shipper friends. One of the largest was a trip to the ball game.

The American Carburetor Co. displayed one of its kerosene carburetors, adapted to gasoline engines, and the device created a great deal of interest. The company also announced the perfection of a kerosene carburetor for use on automobiles.



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Peoria's representatives were C. C. Miles of P. B. & C. C. Miles, and J. C. Luke.

Grain Dealers National Ass'n was represented by Pres. Lee G. Metcalf and Sec'y Chas. Quinn.

From Iowa were Julian Scott of Flanley Grain Co., Sioux City, and L. W. Gifford from Des Moines.

Galveston was represented by H. H. Haines, H. D. Butts, and Chief Inspector R. T. Miles and his better half.

Colorado's representatives were M. L. Parker of Sterling and F. G. Olson of the Farmers Grain Co., Denver.

St. Louis delegates were C. F. Beardsley of Picker & Beardsley Com. Co., E. H. Hasenwinkle, T. A. Bryant and R. F. Annin.

Hutchinson Delegates were H. F. McMillen of Bolin-Hall Grain Co.; Mr. Jay Hanson; C. G. Hopkins; Mr. J. E. Miller; E. E. Shircliff; and R. A. Ward.

Chicago Delegates were H. T. Bickel of Clement, Curtis & Co.; H. A. Wise; W. M. Browning; and H. A. Foss, Weighmaster, Chicago Board of Trade.

Omaha's Representatives were Frank Bell of the Updike Grain Co., Mr. J. A. Linderholm of Crowell Elevator Co., O. E. Harris, F. J. O'Donnell of the O'Donnell Grain Co. and Jas Trimble.

Oklahoma Dealers Present were T. C. Cones, Lanont; G. M. Cassity, Tonkawa; P. V. Sutton, Vinita; Fritz Straughn, Oklahoma City; and W. M. Sloan representing Goffe & Carkener, W. W. Deck, W. B. Johnston, W. M. Randels of Enid.

Supply Men Present were F. E. Dorsey of the S. Howes Co.; L. B. Graham and H. R. Miller of Richardson Scale Co.; F. J. Murphy, of Invincible Grain Cleaner Co.; E. A. Stinson of American Carburetor Co.; C. D. Cole; and H. C. Draver.

Announcement was made at the convention of the opening on May 8 of the Atchison Board of Trade. W. S. Washer, pres., distributed handsome announcement cards and invitations to shippers to visit the market, for which he predicts a rapid growth.

Elevator Builders Present were C. P. Buck, Mgr., Perfection Metal Products Co.; R. M. Van Ness of the R. M. Van Ness Construction Co., S. L. Haden, Mgr., Western Construction Co.; and Warren Meyers and Mrs. B. E. Means of the White Star Co.

The big attendance at every session was a tribute to the Kansas Ass'n as a body of business men. Champions Jesse Willard and Frank Gotch, a circus, and Bill Sunday were all seen and heard, but the business sessions of the convention did not suffer thereby.

Missouri Dealers Present were J. W. Boyd, Joplin; Clarence Coker, Slater; H. L. Everson, Forest City; Lon Hank, Holden; H. H. Horstmann, Alma; J. F. Hughes, Osborne; H. B. Owen, Merwin; and Sec'y J. A. Gunnell of the Missouri Grain Dealers Ass'n.

Many of those who were members of the Kansas Ass'n excursion party to New Orleans reviewed pleasant memories of that famous trip and frequently expressed the wish that the Ass'n would get up another excursion or at least have a reunion of the devotees of sweet potato pie.

Insurance Men Present were C. R. McCotter, J. T. Peterson, and F. E. Smith of the Western Dept. and Director V. E. Butler of the Grain Dealers Fire Insurance Co., Indianapolis; and J. A. Brau-

nagel from the Wichita office of the Millers' Mutual Fire Insurance Ass'n of Illinois.

St. Joseph, Missouri turned out strong with C. A. Addington and F. R. Warrick, Jr., of Elwood Grain Co.; S. M. Bird of St. Joseph Hay & Feed Co.; T. P. Gordon and L. B. Gordon of T. P. Gordon Com. Co.; A. J. Brunswig; W. M. Clark; Mr. A. C. Muench; W. Roy Spiers and John M. Flynn, Sec'y St. Joseph's Grain Exchange.

Wichita was represented by Paul Bossemeyer and Carl Congleton of Bossemeyer Brothers; H. T. Craig of Hacker Grain Co.; E. M. Kelly of Edward Kelly Grain Co.; S. S. Williamson and E. K. Neveling of Williamson Grain Co.; I. H. Blood; C. A. Baldwin; W. J. Coleman; T. L. Hoffman; and Jas. H. Sherman, Sec'y Wichita Board of Trade.

The Kansas City Board of Trade, knowing that each morning every visitor would desire to watch the markets, posted a large sign just within the main entrance to its building, bearing the legend "THE KANSAS CITY BOARD OF TRADE ALWAYS WELCOMES VISITING GRAIN DEALERS" and each morning the Exchange floor was crowded to its capacity.

One of the pleasing entertainments of the convention was a dinner given by the president and secretary of the association to visiting officials from other associations, and those grown old in association work, in the banquet room of the Coates House on Tuesday evening. The early struggles of the organization were reviewed and some of the more important accomplishments recalled.

In appreciation of the work accomplished by Sec'y Smiley in his 20 years of labor in the Ass'n cause, the visiting dealers, receivers and local trade presented him with a token, "a real gift from real friends." The presentation speech was made by Mr. Murphy just before adjournment and at the opportune moment a large cut glass punch bowl, silver tray and a dozen glasses were brot in. This more than offset the joke, at Mr. Smiley's expense, of the preceding evening.

Nebraska Dealers were well represented by E. Bossemeyer, Superior; E. L. Brown, Chester; A. G. Burruss, Belvidere; Wm. Colton, York; S. J. Douglas, Rockford; C. W. Eckird, Blanch; N. G.

Ensey, Fairfield; H. D. Harding and G. H. Hayes, Hebron; C. E. Hill, Hastings; M. A. Hurley, Marion; E. A. Rhodes, Auburn; C. L. Scholl, Hastings; M. J. Stotzel, Roseland; L. E. Thunhorst, Guide Rock; H. W. Winkelman, Wau-neta; and H. H. Zieme, Beaver City.

Kansas dealers in attendance were: P. N. Allin, Coffeyville; C. W. Ames, Downs; E. N. Bailey, Baileyville; Frank Barnes, Elk City; D. W. Becker, American; C. C. Bishop, Edmond; J. M. Black, Lebo; G. C. Brown, Minneapolis; J. H. Bruney, Gorman; C. W. Burke, Morland; T. J. Byrnes, St. Marys; W. S. Campbell, Norton; M. Chamberlain, Beverly; D. S. Coleman, Oneida; J. J. Comer, Willis; F. W. Comfort, Cawker; P. O. Connor, Wellsville; Geo. Cooksey, Lebanon; D. L. Countryman, Modoc; H. M. Crosby, St. Francis.

J. M. Decker, Concordia; J. R. Demmett, Grenola; F. A. Derby, Topeka; H. Dickhoff, Kensington; O. E. Diehl, Bloomington; R. W. Dockstader, Beloit; C. H. Dunlap, Jetmore; G. H. Eckhart, Norcatur; C. E. Edmonds, Pratt; Karl Ehrlich, Marion; J. H. Fielding, Manhattan; G. A. Forsse, Palun.

N. E. Gailey, Atwood; F. W. Gaunt, Alton; F. H. Geiger, Everest; C. A. Geiger, Robinson; S. C. George, Dodge City; J. P. Glandon, Sec'y Salina Board of Trade; M. S. Graham, Zurich; S. W. Grubb, Scandia; R. D. Hagadorn, Gaylord; C. W. Hagerman, Liberty; E. C. Haines, Assaria; R. E. Harrington, Baker; J. Harter, Berwick; E. Hefflin, Wilmore; H. H. Hinerman, Brookville; J. M. Hogan, Rosedale; Wm. Hos-sack, Delphos; C. H. Hubenett, Windom; J. E. Hughes, Culvert; C. O. Hugos, Norway; Geo. W. Huscher, Concordia; C. C. Isely, Cimmaron.

F. A. James, Burden; Edgar Johnson, Atchison; J. H. Karns, Oswego; B. C. Kenyon, Bogue; L. B. Kirkpatrick, Oswego; J. Koelsch, Haviland; L. H. Kueker, Niles; J. Kvasnicka and J. Janousek, Ellsworth; A. H. Ling, Jetmore; R. J. Lewis, Home; C. M. Light, Liberal; C. D. Marshall, Clifton; J. A. McDowell, Jetmore; John McManis, Goffs; J. D. Mead, Ft. Scott; W. H. and W. F. Miksell, Rydal; F. S. Miller, Ludell; K. R. Mohn, Ellinwood; F. Montgomery, Stockton; D. Murphy, Niles.

J. S. Null, Spring Hill; H. B. Nye, Palmer; Gus Oswald, Haviland; Earl Oswald, Hollandburg; Phil Ochs, Hoisington; F. G. Osman, Partridge; C. L. Parker, Sabetha; J. H. Pauley, Purcell; Chas. Philpott, Trousdale; L. Puterbaugh, Ozawkie.

W. E. Robertson, Morrill; Jas. Robinson, Potter; Edgar Rogers, Lucas; L. C. Ross, Ellis; A. L. Scott, Pittsburg; C. E. Sheldon, Eudora; W. C. Smith, Clyde; J. F. Stanton, Hackley; J. E. Stone, Zurich; W. J. Straley, Frederick; J. S. Strickler, Raymond; J. H. Taylor, Pearl; R. B. Terrill, Robinson; M. P. Thielen, Lucas; H. Thomas, Osborne; C. P. Tripp, Centralia.

A. R. Upp, Spearville; J. C. Van Fleet, Galva; G. E. Vining, Mahaska; Ed. Vlcek, Black Wolf; T. E. Walsh, Solomon Rapids; A. Wangerein, Vining; W. S. Washer, Atchison; L. J. Woodhouse, Lancaster; C. S. Woodruff, Stockton; H. Work, Ellsworth; C. D. Yetter, Topeka.

## Kansas Ass'n Officers, 1916-17.



Front Row: R. W. Gaunt, Alton; F. A. Derby, Topeka; E. J. Smiley, Topeka; J. E. Miller, Hutchinson.

Rear Row: E. L. Brown, Chester, Nebr.; J. M. Rankin, Cambridge, Nebr.; R. W. Dockstader, Beloit; A. L. Scott, Pittsburg.

Left to right.



# Grain Trade News

## ARIZONA

Tucson, Ariz.—The Eagle Mlg. Co. is building a 60,000-bu. elvtr. The Burrell Engineering & Construction Co. has the contract.—Mesa Mlg. Co., Mesa.

## ARKANSAS

Pine Bluff, Ark.—The Laws Grain & Feed Co. has recently engaged in business in a semi-jobbing way.—Hightower Grain & Feed Co.

Yarbro, Ark.—M. A. Portis is pres. and D. S. Glenn, vice-pres., of our company. Our plant is located on the Frisco and the capacity of the sheller is 3,000 bus. daily.—Yarbro Grain Co.

## CALIFORNIA

Stockton, Cal.—The Sperry Mlg. Co. has equipped its plant at this place with elvtrs. and prefers this system of handling grain to the old sack method.

Athlone, Cal.—Emmet Cunningham and Walter Hayes, farmers, are building an elvtr. on the Southern Pacific. This is the first elvtr. to be built in this county.

Sacramento, Cal.—The Sperry Mlg. Co., with extensive milling plants at various points in California, will probably erect a series of elvtrs. at Sacramento and San Joaquin Valley points.

## CANADA

Ft. William, Ont.—The employees at the elvtrs. here and at Pt. Arthur, who recently went on a strike, have now returned to work.

Souris, Man.—George McCulloch, of George McCulloch & Sons, died recently. He was a member of the Winnipeg Grain Exchange.

Medicine Hat, Alta.—The Lake of the Woods Mlg. Co., operating an elvtr. and mills here, recently sustained a loss of \$500,000 by fire.

Winnipeg, Man.—W. E. McGaw, western mgr. of the Western Canada Flour Mills Co., has resigned after having been associated with the company for 10 years.

St. Boniface, Man.—The 400,000-bu. elvtr., mills and offices, of the Rice Malting Co., burned Apr. 29, together with 300,000 bus. of grain. Loss, \$300,000; insurance, \$200,000.

St. John, N. B.—The government will have a new elvtr. here within a few months according to an announcement made in Parliament by Hon. Dr. Reid, acting minister of railways and canals.

Pt. Arthur, Ont.—Work will be started at once on the 1,000,000-bu. reinforced concrete annex which the Davidson-Smith Co., Ltd., will build at a cost of \$300,000. The Barnett-McQueen Co. has the contract.

Winnipeg, Man.—No decision was reached, at the special session on Apr. 28 of the board of grain commissioners and the owners and operators of country elvtrs., regarding the "subject to grade and dockage" ticket.

Gouverneur, Sask.—Frank Connelly, C. P. R. conductor in charge of a way freight between Shaunavon and Assiniboia, was fined \$175 and costs, a total of \$193, recently at Cadillac, for taking money for spotting cars at this place during the heavy demand for grain cars last fall. The charge was laid under the Secret Commission Act. Complaints to the Dominion Grain Commission that persons wanting cars generally had to pay \$5, brot about an investigation, with this as the first visible result.

## COLORADO

La Salle, Colo.—We will install bean cleaners in our elvtrs. here and at Deer Trail.—Farmers Grain Co., Denver.

Greeley, Colo.—We intend to build a 10,000-bu. elvtr. for the purpose of handling beans.—G. G. Willson, sec'y-treas. Farr Produce Co.

Crook, Colo.—We are making improvements in our feed mill, which will double the capacity.—Crook Lumber Co., operating a 10,000-bu. elvtr.

Hugo, Colo.—We will build an elvtr. on the Union Pacific, but I do not think work will be started until next fall.—W. A. Shaffer, of Farmers Elvtr. Co.

Denver, Colo.—The Colorado Mill & Elvtr. Co. has let contract for an up-to-date cribbed elvtr., to be built on the Union Pacific in western Kansas, to the White Star Co.

Marvel sta. (Cedarwood p. o.), Colo.—The Marvel Mlg. & Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, J. E. Miller, Fred Eckley and Ray Mill. An elvtr. and mill will be built.

Montrose, Colo.—The Redvale Mining Co. has been incorporated with a capital stock of \$15,000, with F. C. Boon, G. A. Akers and others as incorporators. It will buy and sell grain and other products on a co-operative basis.

Ft. Morgan, Colo.—Our 7,000-bu. elvtr. was damaged by fire recently to the extent of \$500. The grain loss was only \$100, due to the fact that most of our wheat was shipped the previous week. We are successors to the Ft. Morgan Feed & Fuel Co.—North Ft. Morgan Feed & Fuel Co.

## IDAHO

Cottonwood, Ida.—The Farmers Union Warehouse Co. will install a Boss Air Blast Car Loader.

Eagle, Ida.—A farmers milling and elvtr. company is being organized by J. C. Rumell and others.

Rathdrum, Ida.—C. P. Evans has bot the grain business and store of L. A. Larson.—S. L. Farnsworth.

Reubens, Ida.—We intend to build an elvtr., with up-to-date machinery for cleaning and handling grain.—J. C. Bibb, agt. Tri-State Terminal Warehouse Co.

Kendrick, Ida.—We are building a 60,000-bu. concrete elvtr. The machinery will be driven by two 10-h. p. electric motors.—John F. Waide, mgr. Kendrick Rochdale Co.

Moscow, Ida.—John W. Raymond, grain dealer of Spokane, Wash., has bot the 80,000-bu. elvtr. owned by Kerr, Gifford & Co. and leased to J. G. Gibson. He will take possession in July, and after a year will turn the management over to his son, George, who will be associated with him.

Joel sta. (Moscow p. o.), Ida.—John W. Raymond, grain dealer at Spokane, Wash., has bot the 120,000-bu. grain warehouse, owned by Balfour, Guthrie & Co., and operated under the name of the Interior Warehouse Co. The warehouse company will keep an agt. at this station thruout the season to buy grain independently.

Weiser, Ida.—H. J. Russell, of the Weiser Flour Mill, will commence next month the erection of a 30,000-bu. elvtr. and a flour mill with a capacity of 50 bbls. per day. It will be located on the Oregon Short Line R. R. and will be completed in time to handle the 1916 crop. I know of no plans for the Farmers Union Warehouse Co. to build.—X.

Pocatello, Ida.—We have reincorporated under the name of the Intermountain Farmers Equity, with a capitalization of \$150,000. Our stock is owned exclusively

by more than 1,000 farmers. If present plans carry we will build elvtrs. at the following points: Ririe, Rockland, Michaud and Downey, 30,000-bu. houses; American Falls, a 25,000-bu. house, and Arimo, a 20,000-bu. house. Our associated houses expect to build elvtrs. at Bancroft, Hansen and other points. We will establish a strong central selling point here this season which will have direct charge of 12 elvtrs. upon the completion of the above named ones, also track buyers at 4 or 5 points will clear their business thru the Pocatello central office. In all new elvtrs. we are placing from 8 to 12 bins, thus permitting us to segregate our grain, so that we will be able to ship uniform grades.—A. Y. Satterfield, general mgr.

## ILLINOIS

Edinburg, Ill.—The elvtr. of the Farmers Elvtr. Co. burned May 6.

Weldon, Ill.—Farmers are forming a company to build an elvtr.

Kasbeer, Ill.—An addition is being built to the office of the Farmers Elvtr. Co.

Caledonia, Ill.—Ralston Bros. will rebuild their elvtr., which burned Apr. 18.

Roseville, Ill.—The Farmers Grain Co. is remodeling its recently acquired elvtr.

Williamsburg, Ill.—I am now acting as buyer for A. F. Davis.—Allen Campbell.

Cairo, Ill.—The W. H. Suffern Grain Co., of Decatur, is considering locating in this city.

Ransom, Ill.—Allen Griffith has been employed as helper at our elvtr.—Farmers Elvtr. Co.

Indianola, Ill.—R. E. Zanke has sold his elvtr., on the C. & E. I. R. R., to the Block Grain Co.

Clinton, Ill.—Cline & Woods will build a new elvtr., starting June 1.—Martin Wade, Chicago.

Browns, Ill.—Harry Marriott has let contract for a 20,000-bu. elvtr. to the Reliance Construction Co.

Champaign, Ill.—F. B. Vennum, a retired farmer, will build a 14,000-bu. elvtr. on his farm east of town.

Chenoa, Ill.—An up-to-date elvtr. will be built to replace the house built in 1870 by Churchill & Abbott.

Marseilles, Ill.—The report that Frank McCormick bot our elvtr. is not true.—S. R. Lewis, per H. C. D.

Nekoma, Ill.—J. E. Mount is the new mgr. in charge of our elvtr. here.—Heflebower & Peterson Grain Co.

Huegely, Ill.—We are building a 5,000-bu. steel tank elvtr. driven by electricity.—Huegely Mlg. Co., Nashville.

Claytonville, Ill.—C. E. Miller, of Cissna Park, has succeeded C. O. Long as mgr. of the Farmers Grain & Coal Co.

Assumption, Ill.—The Lacharite Grain Co. will rebuild its elvtr. which burned Apr. 19.—G. F. Barrett & Son, Pana.

Royal, Ill.—Wilbur Allen has been employed as mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co.

Eureka, Ill.—The recently organized Farmers Co-operative Ass'n has bot the 2 elvtrs. of P. A. Felter for \$20,000.

Cairo, Ill.—The Hastings-Stout Co. has its warehouse and office nearly finished and is starting work on its new elvtr.

Beaucoup, Ill.—We are building a 5,000-bu. steel tank elvtr. Gas power will be used.—Huegely Mlg. Co., Nashville.

Rumpler sta. (Ogden p. o.), Ill.—Frank Supple has completed his new elvtr. and crib and is now building a residence.

Guthrie, Ill.—Chas. Inkster is repairing his elvtr. The Burrell Engineering & Construction Co. has the contract for the work.

Kewanee, Ill.—Ira Franklin, of Atkinson, will be mgr. of the 35,000-bu. elvtr. for which the Farmers Elvtr. Co. let contract to the 3 Americas Co. Work is progressing on the building which will be completed about May 25.



Sweetwater, Ill.—We have installed a Fairbanks Automatic Scale in our elvtr. here.—C. M. Wendell, mgr. J. A. McCreery & Son.

Gridley, Ill.—We will install a 12-h. p. electric motor in our elvtr. and paint all our buildings.—A. D. Sedekun, mgr. Gridley Elvtr. Co.

Sharp's crossing (Thomasboro p. o.), Ill.—Contract will be let soon for a 30,000-bu. elvtr. by the recently incorporated Farmers Elvtr. Co.

Kickapoo Siding (Lincoln p. o.), Ill.—We intend to build an elvtr. at this place where we are now cribbing corn.—Holmes & Maurer, Lincoln.

Buckley, Ill.—The Farmers Grain Co. has bot the two elvtrs. and coal sheds of B. E. Morgan. Harold Morgan will probably be retained as mgr.

Ashmore, Ill.—Charles R. Mitchell has installed concrete pillars to support a 10 ft. driveway, with 3x6 in. stringers. The flooring is of 3x3 in. oak.

New Windsor, Ill.—The Rivoli Grain Co. is wrecking its old elvtr. to make room for the new house for which it recently let contract to Saathoff & Amacher.

Paxton, Ill.—We intend to install during the summer a new elvtr. boot and to cement our pit with waterproof cement to keep out the water.—Chas. Shelby.

Colchester, Ill.—We will build at once a 15,000-bu. elvtr. on the C. B. & Q. Up-to-date equipment will be installed.—Wm. Howell, pres. Colchester Elvtr. Co.

Amenia sta. (Cisco p. o.), Ill.—The new 20,000-bu. elvtr. of the Allerton Estate, John Phalen, mgr., will be completed this week, by the Decatur Construction Co.

Bluff Springs, Ill.—The new 25,000-bu. elvtr., on the B. & O. S.-W. R. R., for the Farmers Elvtr. Co., is being rushed to completion by the Decatur Construction Co.

Orion, Ill.—N. H. Swanson has sold his interest in the grain, lumber and coal business to his partner, N. O. Swanson, and has engaged in the lumber business at Lynn.

Murrayville, Ill.—The recently organized Farmers Elvtr. Co. has been incorporated with a capital stock of \$7,000. Work on an elvtr. will begin as soon as a site is chosen.

Cairo, Ill.—The recently organized Miller & Pryor Co. will increase the capacity of the elvtr. and enlarge the cereal plant of the Valley Cereal Co., which it has purchased.

Martinton, Ill.—C. Bartlow, of Papineau, is now agt for the R. F. Cummings Grain Co., succeeding F. D. Seiler, who resigned to succeed Chas. Shaw with the Farmers Elvtr. Co.

Gays, Ill.—We have bot the 35,000-bu. elvtr. of Morris & Stone which was built last year. O. M. Stone will be mgr. The elvtr. is driven by electricity.—Munson Bros., Windsor.

Peoria, Ill.—The Mueller Grain Co. incorporated to buy and sell grain; capital stock, \$50,000; incorporators, Louis Mueller, Fred W. Mueller, Louis L. Gruss and Elizabeth C. Lynch.

Blackstone, Ill.—The recently incorporated Farmers Grain Co. has let contract for an up-to-date elvtr. which will cost \$7,800. Work will be started at once and rushed to completion.

Cofax, Ill.—The recently incorporated Farmers Co-operative Co. expects to build an up-to-date elvtr. in the near future. Chas. Bruckner is pres. and Earle Mitchell, sec'y, of the company.

Cayuga, Ill.—The Pontiac Farmers Elvtr. Co., of Pontiac, which operates an elvtr. here, will be greatly inconvenienced if the Chicago & Alton Ry. Co. carries out its contemplated plan to discontinue Cayuga as a railroad station.

Smithshire, Ill.—The Shontz Grain Co. has let contract for a 25,000-bu. up-to-date cribbed elvtr. to the Burrell Engineering & Construction Co. Work will start about May 15 and will be completed July 1.—O. E. Shontz, sec'y-mgr.

Hulbert siding (Elkhart p. o.), Ill.—A 10,000-bu. elvtr. and 3 cribs, of 10,000 bus. capacity each, are being erected here for Wm. H. Diller, lawyer of Springfield, by the Decatur Construction Co.

Beardstown, Ill.—The 150,000-bu. reinforced concrete elvtr., under construction for Schultz, Baujan & Co., will have 15 tanks, working house, 2 legs, Invincible Cleaner and a belt conveyor.

Bushnell, Ill.—The George W. Cole Co., incorporated; capital stock, \$50,000; incorporators, George W. Cole, M. L. Cole and E. M. Cole. The company has been in the grain business for several years.

Sadorus, Ill.—Steven & Freeman are building a 25,000-bu. studded elvtr. between this city and Ivesdale. Kile & Wilkinson have the contract. J. A. Freeman will manage the elvtr. when completed.

Sheldon, Ill.—Preparatory work for the elvtr., for which we recently let contract, is now in progress and we figure on being ready for business with the movement of the new oat crop.—Cleveland Grain Co.

Blue Ridge, Ill.—C. B. Kirk, in charge of the elvtr. of Geo. A. De Long, fell while nailing the door of a grain car and sustained a wound at the side of his head, which it was necessary to take 5 stitches to close.

Byron, Ill.—A team of horses fell into the grain pit at the elvtr. of the Farmers Grain Co. and it was necessary to allow 2,000 bus. of grain to run into the pit, to stop their struggles, until derricks could be placed to raise them.

Lincoln, Ill.—Plans for the proposed 25,000-bu. elvtr., to be built by the recently incorporated East Lincoln Farmers Grain Co., on the C. & A. R. R., 3 miles north-east of this place, have been prepared by J. W. Stroup.

Croft sta. (Fancy Prairie p. o.), Ill.—We have sold our elvtr. to the Farmers Elvtr. Co., which will take possession May 15, and we are now looking for another location.—G. M. Wendell, mgr. J. A. McCreery & Son, Sweetwater.

Chicago Heights Ill.—The elvtr. of the J. F. Leising Co. was damaged to the extent of \$1,530 on Apr. 20 by fire which started in the attached driveway. The loss on the grain is \$2,188, which is covered by insurance.

Darrow sta. (Sheldon p. o.), Ill.—The Farmers Grain Co. has completed its new concrete and steel elvtr. It is 98 ft. high and replaces the house that burned Nov. 13. The Burrell Engineering & Construction Co. had the contract.

Washington, Ill.—Andrews & Roehm, props. of the Washington Mill & Elvtr. Co., have purchased the elvtr. of Ellis & Wagner, to increase their storage capacity. They will take possession July 1 and will place Joe Wagner in charge.

Gridley, Ill.—We have replaced the gasoline engine in our elvtr. with an electric motor. The George P. Davis Grain Co., which succeeded the Coyle Grain Co., is putting in electric power and has installed a Richardson Automatic Scale.—Boies & Castle.

McLean, Ill.—The Aldrich Grain Co. is grading the sloping land at its elvtr. and planting shrubs and small trees, which will make its grounds very pretty this summer. The grounds at the elvtr. of Darnall & Spence have been beautified with a small park.

Plainview, Ill.—I have purchased the grain business of J. J. Koehler and will handle live stock, hay and feed in connection. I expect by next year to remodel the warehouse and build a new elvtr. on the C. & A. R. R., equipped with up-to-date machinery.—E. L. Crow.

Springfield, Ill.—E. B. Conover, Inc., includes his own elvtrs. which are entirely separate from our company. No change has been made in our firm with the exception that Sim Fernandes, one member of the partnership, withdrew on May 1 to become associated with W. H. Perrine & Co., of Chicago.—John McHenry, of E. B. Conover Grain Co.

Watson, Ill.—The elvtr. of the National Elvtr. Co., hdqtrs. Indianapolis, together with 40,000 bus. of ear corn, burned May 9. The loss, which is total, is covered by insurance. The fire is thot to have been caused by sparks from a passing locomotive. The elvtr. will be rebuilt.

Bloomington, Ill.—D. O. Green, formerly of Enid, Okla., is now with L. E. Slick & Co. Contract has been let for a 50,000-bu. concrete cleaning and transfer elvtr. adjoining the Hungarian Mill. The mill machinery will be removed and a corn mill and a chick feed mill will be installed.

Peoria, Ill.—We are a reorganization of the Horace Clark & Sons Co. and have incorporated, with a capital stock of \$110,000, to deal in grain, flour, hay and feed and act as millers of feed and meal. J. W. McDowell is pres., R. W. Wallace, vice-pres., L. D. Peterbaugh, sec'y-treas., and G. A. Clark, general mgr.—Horace Clark Mfg. Co.

Bowman sta. (Brocton p. o.), Ill.—We are building a new elvtr. on the Clover Leaf, at this station, which is 3 miles east of Brocton. It will have a storage crib, with a capacity of 40,000 bus. of ear corn, and a brick engine room for a 40-h. p. engine and 50-h. p. boiler.—Brocton Elvtr. Co.

Lincoln, Ill.—We operate elvtrs. at Lincoln, Lawndale, Broadwell, Chesterville sta. (Chestnut p. o.), Bell, Burtonview and Johnston Siding and are cribbing corn at Kickapoo Siding (Lincoln p. o.). We will repair our elvtr. at this place, which is located on the C. & A.—Holmes & Maurer.

Lick sta. (Virden p. o.), Ill.—We will build a 25,000-bu. elvtr. in the near future, at this station, which is on the C. & N. W. R. R. It will be equipped with 2 legs, cleaner, sheller, and gasoline or oil power and will be operated thru our Chatham offices.—T. H. Maddox, mgr. Chatham Elvtr. Co., Chatham.

In the suit against the Atchison, Topeka & Santa Fe and a large number of other railroads operating in Illinois, Judge Jones of Sangamon County affirmed the decision of the public utilities commission refusing the railroads an increase of 1% per 100 lbs. on intrastate shipments. The defendant companies signified their intention of appealing to the supreme court.

Watseka, Ill.—The Farmers Elvtr. Co. has let contract for an iron clad cribbed 40,000-bu. elvtr., to the Efficient Erecting Co., to replace the one which burned recently. The new building will be erected on the foundation of the old house. Up-to-date equipment, including a feed grinder, will be installed. The elvtr. will cost \$12,000, exclusive of the new office, and will be completed by July 1.

Illioipolis, Ill.—The Mansfield-Ford Grain Co. contemplates extensive improvements on its elvtr. at this point. The old elvtr. will be practically dismantled and an up-to-date house, equipped with the best machinery and operated by electric power, will be built on the site of the old one. The total storage capacity of the new elvtr. and adjoining cribs will be approximately 130,000 bus.—Lee G. Metcalf.

Cairo, Ill.—The Samuel Hastings Co. has let contract for a 102,000-bu. concrete and steel elvtr. to the Macdonald Engineering Co. Work has been started on the new house, which will be 48x48x107 ft. and will be built on the site of the one that burned Apr. 8. It will be completed by Sept. 15 at a cost of \$50,000. There will be 24 bins, 85 ft. high. The gravity system will be employed thruout the elvtr. and individual motors will operate the machinery, which will be equipped with roller bearings, at an additional cost of \$1,000. Equipment includes a car puller, cleaners, clippers, bleachers, purifiers and shellers. The automatic sacking capacity will be 3,000 sacks per day. About 4,000 ft. of side tracking will be laid on the working side of the elvtr. A 2,000-bu. car can be unloaded in 15 minutes. The brick work on the office building has been completed and work on the warehouse is progressing. The company plans to beautify its grounds by planting grass and flowers. A flower gar-



den will be planted between its buildings, which will be 60 ft. apart.

#### CHICAGO NOTES.

The Seaverns Elvtr. Co. has increased its capital stock from \$50,000 to \$75,000.

Robert S. Lyon, head of the grain firm of Merrill & Lyon, and former pres. of the Board of Trade, is critically ill.

The Rogers Grain Co., H. W. Rogers & Bro., and H. M. Paynter have moved their offices to 435-439 Postal Telegraph Bldg.

The petition asking that traders be placed on a brokerage basis instead of salary or brokerage, as at present, has been disapproved by the directors of the Board of Trade.

The request of James S. Templeton, that he be released from the sanitarium to which he charges he was railroaded, has been ignored by Thomas F. Scully, county judge.

The elvtr. of the Chicago Grain Co., containing 60,000 bus. of grain, burned May 8, with a total loss, estimated at \$90,000. It was a 50x50 ft. structure, 100 ft. high, at North Le Claire Ave. and the Chicago, Milwaukee & St. Paul R. R.

Charles F. Glavin, who, at the time of his failure about a year ago owed members of the Board of Trade approximately \$25,000, which he has been unable to pay, was suspended from the exchange Apr. 25 under section 7 of rule 4. He hopes to pay his debts by a settlement in part in the near future and giving his notes for the balance.

Thomas E. Holland, Frank Mauran, Carl Young Semple, Edward Morris, Jr., Douglas D. Morrison, Harry J. Flood, Edward A. Crawford, of Memphis, Tenn., Wm. J. Hutchinson, of New York, and Herbert T. Robson, member of the Liverpool firm of Ross T. Smyth & Co., and buyer for the allies, have been admitted to membership in the Board of Trade. Memberships are selling at \$4,100 net to buyer.

We are indebted to J. C. F. Merrill, sec'y of the Board of Trade, for a copy of the 58th annual report of the Trade and Commerce of Chicago for the year ended Dec. 31, 1915. It contains a list of the officers and members of the Board of Trade at its organization, April, 1848, the executive officers since that time, officers and members of standing committees, special committees on arbitration and appeals for 1915 and 1916, names of the members on Mar. 9, 1916, and the names of the members who died during 1915. The financial statement of the Board of Trade for the fiscal year ended Jan. 3, 1916, the report of the treas., membership, clearing house, transportation, grain sampling, weighing and custodian depts. are given in full as well as the detailed statistics in grain, flour, provisions, live stock, seeds, hides, wool, lumber, etc., with the daily current prices of the leading speculative products for 1915 and general statistical statements of the United States, grain crops of the United States and of the world, statements of exports and imports, tariff duties, wheat and flour on ocean passage, harvest time of the world, foreign weights and measures, etc. The appendix contains the act of incorporation, rules, by-laws and regulations of the Board of Trade and also the rules governing the state inspection of grain as established by the railroad and warehouse commission in force Mar. 20, 1916.

#### INDIANA

Knox, Ind.—The Farmers Union Grain Co. has been dissolved.

Terre Haute, Ind.—W. L. Holliday now operates an elvtr. at this place.

Waynetown, Ind.—The Waynetown Grain Co. will build an addition to its elvtr.

Pleasant Mills, Ind.—Savin & Mueller have succeeded the Farmers Grain Co.

Fulton, Ind.—The Fulton Grain & Lumber Co. is overhauling its recently acquired elvtr.

Centerville, Ind.—We have purchased the elvtr. of Fred Schlientz & Son at this place.—Creitz & Deardoff.

Warsaw, Ind.—The office at the elvtr. of Kinsey Bros. was robbed Apr. 28, the thieves securing about \$5.

Francesville, Ind.—The Myers Bros. Grain Co. will rebuild its elvtr. which burned May 18.—Farmers Elvtr. Co.

Swayzee, Ind.—The Swayzee Mfg. Co. has let contract for its new elvtr. and mill to the Reliance Construction Co.

Riceville, Ind.—I am in need of a warehouse scale and wheat tester.—E. M. Rid-nour, mgr. Riceville Grain Co.

Jasper, Ind.—A. M. Bohnert, operating a 25,000-bu. elvtr., has prepared plans for the erection of a large elvtr. and warehouse.

Seymour, Ind.—The Hodapp Hominy Co., operating a 10,000-bu. elvtr. and mill, has filed a voluntary petition in bankruptcy.

Winamac, Ind.—The safe in the office of the elvtr. of Starr Bros. was opened by thieves recently and a sum of money taken.

Pike's crossing (Lebanon p. o.), Ind.—An elvtr. will be built here on the track to be laid by the new Pennsylvania R. R.

Kennard, Ind.—Etna Laforce, of Oaklandon, has bot the elvtr. of Hahn & Studebaker and will take possession on May 15.

Evansville, Ind.—We are adding wheat storage tanks of 50,000 bus. capacity.—Wibur Erskine, pres. Akin-Erskine Mfg. Co.

Elmore, Ind.—John Caress, mgr. of the Lemon Mfg. Co., operating an elvtr. here, was bereaved recently by the death of his wife.

Pierceton, Ind.—We are building an addition to our elvtr. here for the storing of flour, feed and seeds.—Kraus & Apfelbaum, Ft. Wayne.

Roann, Ind.—Kinsey Bros. succeeded T. J. Lewis & Bro. in the grain business, the change taking place last October.—T. J. Lewis, Wabash.

Jamestown, Ind.—C. F. Gery, of Colfax, is mgr. of our recently acquired elvtr. which we took possession of on May 1.—Farmers Elvtr. Co.

Hamlet, Ind.—The Farmers United Grain Co. has been dissolved. The company's elvtr. burned in June, 1915, and the site was sold in November.

Advance, Ind.—The Advance Grain Co. has torn down and rebuilt its office and flour and feed storeroom. A new wagon scale has been installed.

Warsaw, Ind.—The elvtr. and mill, formerly operated by the Smith Grain & Mfg. Co., will be reopened by the new owners, Green Bros. & Oldfather.

Evansville, Ind.—The Ziliak & Schaefer Mfg. Co., of Haubstadt, will build a warehouse, costing \$10,000, to replace the one recently destroyed by fire.

Crawfordsville, Ind.—J. S. Sellers is remodeling his elvtr., installing electric motors and making general repairs. A. H. Richner is doing the work.

Columbus, Ind.—John Schaefer, of Schaefer & Schwartzkopf, had his right arm fractured when it caught between a belt and pulley at the elvtr. last week.

Peru, Ind.—No definite arrangements have been made for tearing down the old Wabash Elvtr. and we do not think it will be done this year.—Canal Elvtr. Co.

Yeoman, Ind.—We are raising our elvtr. about 2 ft., installing a new boiler and making other necessary repairs and changes.—G. W. Hamil, of Yeoman Grain Co.

Portland, Ind.—Portland Equity Exchange incorporated to do a general grain business; capital stock, \$20,000; incorporators, John E. Hardy, Jacob Haley and C. P. Strauss.

Beesons sta. (Milton p. o.), Ind.—The Connell-Anderson Grain Co., of Milton, will install a 1,000-bu. automatic scale in its elvtr. at this place. H. C. Teeter has the contract.

Snow Hill sta. (Winchester p. o.), Ind.—The Goodrich Bros. Hay & Grain Co. will build a seed house and feed room and will make other changes at its elvtr.—H. Hinshaw, agt.

Brems, Ind.—I have sold my elvtr., thru an advertisement which I placed in the Grain Dealers Journal, to John C. Young, of Frankfort, who takes possession at once. W. S. Pulver.

New Waverly, Ind.—Vergil Tibbett, while working in the elvtr. of A. J. McFadden, was struck on the head with an iron rod, which fell from the top of a door, inflicting a deep gash.

Carlisle, Ind.—The recently incorporated Farmers Union Elvtr. Co., which bot the elvtr. of the Home Mill & Elvtr. Co., has taken possession of it and placed J. E. M. Purcell in charge.

Rileysburg, Ind.—We have bot the elvtr. of W. E. Gaskin and will operate it under the name of the Rileysburg Grain Co. It is owned by my father, Martin A. Current, of State Line, and I will operate it.—Victor V. Current.

Edinburg, Ind.—Martin Cutsinger is receiving grain at his recently completed 125,000-bu. concrete elvtr. This house was built by the Burrell Engineering & Construction Co. and replaces the one which burned last September.

Rosston, Ind.—We have sold our elvtr. to E. Ward Moore, of Thorntown, and understand that his brother, Virgil Moore, has since become associated with him and that the firm will be known as Moore Bros.—Merritt & English.

Columbus, Ind.—The elvtr. owned by Ben C. Thomas was threatened with destruction by fire when a spark from a passing locomotive dropped into a sparrow's nest on the cornice of the building. The blaze was extinguished before much damage was done.

Frankfort, Ind.—The Clinton Grain Co. has put iron siding and roof on its elvtr., laid new floors and painted the entire structure. It will build a new office and cob house. The old office will be remodeled and a directors' room and a room to be used as a retail feed store will be built.

Williamstown, Ind.—We are installing a new 750-bu. Fairbanks Automatic Scale, to make room for which we had to raise the elvtr. 14 ft. We will put new siding and a corrugated iron roof on the elvtr. and will install a new dump and elvtr.—J. H. Anderson, mgr. Sandusky Farmers Elvtr. Co., Greensburg.

Montpelier, Ind.—I am building a 10,000-bu. cribbed elvtr. on the L. E. & W. Ry. Equipment includes Western Machinery, Fairbanks Motors and Wagon and Automatic Scales and an 18 in. motor driven Monitor Attrition Feed Grinder. The Reliance Construction Co. has the contract.—H. L. Walker.

Waveland, Ind.—Work is progressing on the 16,000-bu. elvtr. on the Vandalia R. R., under construction for Newton Busenbark, of New Market. The main building will be 24x32 ft., with extra rooms for the office, scales and dump. The elvtr. will be 70 ft. high and will be equipped with cleaners, sheller and other up-to-date machinery.

Richmond, Ind.—The elvtr. and feed and meal plant, recently completed for Omer Whelan, is equipped with dump, Western Pitless Sheller, Monitor Combined Grain Cleaner and Cracked Corn Grader, 2 stands of elvtrs., with 7x11 in. buckets, 3 high roll, B. S. Constant Manlift, Bowsher Feed Grinder and freight elvtr. H. C. Teeter had the contract.

Bentonville, Ind.—The Connell-Anderson Grain Co., of Milton, will entirely rebuild its elvtr. It will add 12 ft. on top of the bins, 14 ft. above the bins to the cupola, and 16 ft. above the cupola. A Monitor Combined Corn and Grain Cleaner, Western Pitless Sheller, 1,000-bu. automatic scale, 15-h. p. gasoline engine, and one stand of elvtrs., with 7x14 in. buckets, will be installed. H. C. Teeter has the contract.

Winamac, Ind.—Contract has been let by the Farmers Elvtr. Co. for a 25,000-bu. iron clad cribbed elvtr., with concrete foundation, to the 3 Americas Co. It will have 10 bins and will be equipped with 2 legs, U. S. Sheller, of 600 to 800 bus. per hour ca-



capacity, and U. S. Cleaner, of 800 to 1,000 bus. per hour capacity. Individual motors will drive the machinery. Work will be started at once and will be completed July 1, at a cost of \$8,200.

The following have been admitted to membership in the Indiana Grain Dealers Ass'n since Dec. 1, 1915: Farmers Mfg. & Supply Co., Honey Creek; Marvin S. Hufford, Sedalia; Monon Mill & Elvtr. Co., Monon; E. K. Sowash, Middletown; Windfall Grain Co., Windfall; C. A. Warne, Sulphur Springs; J. W. Witt & Co., Lebanon, Ind.; the Dorsel Co., Cincinnati, O.; Electric Grain Elvtr. Co., Buffalo, N. Y., and Mackenzie & Day, Chicago, Ill.

Simpson crossing (Markle p. o.), Ind.—A 40,000-bu. elvtr. will be built at this station as soon as the track is laid by the new Pennsylvania short line. Tentative plans call for a 40x40 ft. building to cost about \$15,000. A 30-h. p. electric motor will be installed. Circular bins will probably be constructed and a coal yard will be operated in connection. Frank Strange, who will be active mgr., E. Coffing, R. Reagon, H. Irwin and W. B. Kramer, Jr., are interested.

## INDIANAPOLIS LETTER.

McCoy & Garten have let contract for an elvtr. and warehouse, 275 ft. x 60 ft., to the Reliance Construction Co.

Country elvtr. men who deposit money for the building of a terminal elvtr. need among other things to learn who are behind the scheme and how much of their money will be refunded in case the elvtr. is not built.

I have let contract for a 50,000-bu. iron clad working house to the Reliance Construction Co. Work was started May 9, on the new structure, which will adjoin the Beech Grove yards on the Big 4 R. R. Additional concrete tanks will be erected, making the total capacity 150,000 bus., with drier, clippers and every up-to-date appliance and convenience. The handling capacity will be 2,500 bus. per hour with ample track facilities to take care of the business.—H. E. Kinney Grain Co.

Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, in a recent letter to members, in view of the law of 1907, effective Feb. 25, on landlord's lien and sale of crops, urges that all contracts for the advancement of money on account of purchase of crops be placed in writing. "The importance of the above statute is especially pronounced, in cases where seed oats or wheat are sold, to be paid for out of the crop, also where other items of credit are involved, so you can and should avail yourselves of the law's provisions. We understand that many grain dealers and millers make advances to customers with a general understanding that they will sell and deliver grain in payment of the account but the danger lies in the fact that the transaction is incomplete, and instead of a specific sale or purchase being made, only a good faith understanding is had and that cannot be a basis for a criminal prosecution, should such procedure be desirable or necessary. The law is for your protection, and is ample, if you only bring the transaction within the range of its provisions."

## IOWA

Everly, Ia.—F. W. Roberts has installed a new feed grinder at his elvtr.

Barnum, Ia.—A new office has been erected by the Barnum Elvtr. Co.

Manilla, Ia.—The Neola Elvtr. Co. is building a 22x72 ft. lumber shed.

Bagley, Ia.—J. Dobson has succeeded Jas. Gavin with the Farmers Elvtr. Co.

Osage, Ia.—The Osage Grain & Supply Co. will erect a building for storing feed.

Blairstown, Ia.—Frank O'Neil, of Garrison, is now with the Blairstown Grain Co.

Kiene, Ia.—The King-Wilder Grain Co. will begin operating its elvtr. at an early date.

Ely, Ia.—F. J. Krob & Co. have installed a Richardson Automatic Scale in their elvtr.

Dayton, Ia.—The Farmers Elvtr. Co. has installed a 25-h. p. engine in one of its elvtrs.

Algona, Ia.—A. Streit, of Ashton, bot the elvtr. and coal sheds of A. M. Jaspersen for \$5,500.

Riceville, Ia.—John Burke will move and improve his elvtr. this summer.—A. M. Davidson.

Leeds, Ia.—The Mystic Mfg. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Stout, Ia.—The Independent Grain & Lumber Co. is putting cement floors in its lumber sheds.

Chatsworth, Ia.—The Farmers Grain Co. has bot the elvtr. of J. J. Mullaney.—T. L. Burnight, Akron.

What Cheer, Ia.—The erection of an elvtr. this summer is being discussed.—T. Beatty, Rose Hill.

Callender, Ia.—We contemplate the erection of a house for handling feed and seeds.—Callender Grain Co.

Emerson, Ia.—Roy A. James, employed at the A. Swisher Elvtr., was married recently to Miss Della Whalen.

Sioux City, Ia.—W. E. Copeland, local mgr. for Lamson Bros., recently underwent an operation for appendicitis.

Rockwell City, Ia.—W. S. Du Bois, for many years in the grain business here, died recently at KallsPELL, Mont.

Moingona, Ia.—No grain elvtrs. are located here. Some grain is bot which is loaded into cars.—Agt. B. M. H.

Salem, Ia.—O. A. Talbott & Co. expect to repair their grain houses here during the coming summer.—J. W. Foss, agt.

Des Moines, Ia.—Wright & McWhinney have moved their offices to the Des Moines Elvtr. Co.'s plant on the East Side.

Hopley sta. (Atlantic p. o.), Ia.—E. J. Young is the new agt. for our elvtr. at this point.—E. Rothschild Co., Atlantic.

Kinross, Ia.—We have overhauled our elvtr. head and leg and installed a new steel boot pan.—Liberty Lumber Co.

Marengo, Ia.—We have installed an attrition mill, crusher, electric motor and some small machinery.—M. F. Green.

Walcott, Ia.—The Farmers Mutual Elvtr. Co. has let contract for a motor driven coal elvtr. to the Newell Construction Co.

Redfield, Ia.—Wright & McWhinney are building a 20,000-bu. annex to their new elvtr. at this place.—O. J. Meredith, agt.

Montgomery, Ia.—Farmers are talking of forming a company and building an elvtr.—J. Van Buskirk, agt. Stockdale & Maack Co.

Akron, Ia.—I am arranging for material to build an elvtr. to replace the house which was burned 2 years ago.—T. L. Burnight.

Auburn, Ia.—The recently organized Farmers Elvtr. Co. has purchased the elvtr. of Howard & Jones and will take possession June 1.

Smith's Lake (Atlantic p. o.), Ia.—Herbert Smith is the agt. in charge of our elvtr. at this station.—E. Rothschild Co., Atlantic.

Mingo, Ia.—C. M. Nutter has been retained as agt. of the elvtr. which the Brown Grain Co. took over from the Squires Grain Co.

Little Cedar, Ia.—We are building a 14x32 ft. iron clad feed house attached to our elvtr.—M. C. Houghton, mgr. Little Cedar Grain & Coal Co.

Hepburn, Ia.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$8,000, and has bot the elvtr. of G. W. Carter, who will remain as mgr.

Menlo, Ia.—The concrete foundation for the new elvtr. of Chris A. Wildman has been completed and work on the superstructure is progressing.

Raleigh, Ia.—E. W. Oates & Co. are figuring on building a large corn crib with sheller installed and on installing a new engine.—W. F. Schoning, agt.

Earlville, Ia.—We will rebuild our elvtr. leg. General improvements are being made about the elvtr. and our coal sheds are being rebuilt.—H. J. Pitcher & Son.

Clarksville, Ia.—The recently organized Farmers Elvtr. Co. has purchased the elvtr. of Voss & Christensen. C. Christensen will remain as mgr. for the new company.

Lamoni, Ia.—Guy M. Evans will have full charge of the elvtr. of the Iowa-Missouri Grain Co. and not the Farmers Grain & Seed Co., as was recently reported.

Larchwood, Ia.—W. C. Kerner, who has been ass't at the elvtr. of the Farmers Elvtr. Co., has been appointed mgr. to succeed H. E. Fehy, who resigned recently.

New Hartford, Ia.—We have rented the office and building formerly owned by the Welch Grain Co., which has its office one block nearer town.—Van Deest & Son.

Whiting, Ia.—The newly organized Farmers Elvtr. Co. will buy the elvtr. of the Elliott Elvtr. Co. or build a new house within the next 60 days.—E. M. Cassady & Co.

Sac City, Ia.—Ira Thompson has succeeded P. T. Bowen, who resigned as agt. of the Independent Farmers Elvtr. Co.—Jas. C. Ellis, agt. Albert Dickinson Co., Odebolt.

Garwin, Ia.—The Farmers Elvtr. Co. is building an addition to its elvtr., increasing the capacity from 24,000 bus. to 32,000 bus. The Newell Construction & Machinery Co. has the contract.

Westgate, Ia.—Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, L. Leyh, pres., G. E. Winegar, sec'y, and others. A 15,000-bu. up-to-date elvtr. will be built soon.

Eldon, Ia.—A site has been leased and an elvtr. will be built at this station by O. A. Talbott & Co., of Keokuk. It will be located on the Rock Island and will be electrically equipped thruout.

Hardy, Ia.—The recently incorporated Farmers Elvtr. Co. has let contract for an elvtr. to the Newell Construction & Machinery Co. Work has been started on the house which will be up-to-date in every respect.

Cambridge, Ia.—The Farmers Grain Co. has been organized and will be incorporated with a capital stock of about \$10,000. Dan Inglis has offered to sell the company his elvtr. and retire from the grain business.

Irvington, Ia.—The new elvtr. of Bedell Bros. has been completed by the Younglove Construction Co., which had the contract. The company's old elvtr. is being reshimled, painted and the interior is being remodeled.

Wellsburg, Ia.—John M. Meyer, of Meyer & Peters, who were in the grain and live stock business, has asked that a receiver be appointed to close up the business and that his partner be enjoined from having any further supervision over it.

Slifer sta. (Gowrie p. o.), Ia.—We have incorporated, with a capital stock of \$15,000, and have succeeded the Slifer Elvtr. Co. L. H. Ewing is pres., Ben Hanson, vice-pres., C. L. Erritt, sec'y, and Oscar Madson, treas.—Farmers Elvtr. Co.

Cedar Rapids, Ia.—The Stockdale & Maack Co., of Walcott, is considering the erection of a grain cleaning plant in the near future. If it is built it will consist of 8 concrete grain storage bins, together with the necessary cleaning apparatus.

Columbus Junction, Ia.—Our elvtr. was destroyed May 2 by fire of unknown cause. Loss on the building, machinery and grain about \$4,000; insurance, \$2,000. We will probably build an elvtr., of about 10,000 bus. capacity, with a feed mill in connection, to replace it.—Sprague & Weber.

Des Moines, Ia.—Clark Brown has moved his grain office from Perry back to the Hubbell Bldg. in this city. This was made necessary by the recent acquisition of a 2nd string of elvtrs., between this city and Marshalltown on the Great Western, which he took over May 1, from the S. E. Squires Grain Co. Mr. Squires will retain his office in the Hubbell Bldg., representing the



Sawers Grain Co., in which he is a large stockholder.

Dysart, Ia.—Schroeder & Goken have purchased the elvtr. of the Kuehl-Lammers Grain & Coal Co., which they had been operating under lease. In addition they bot the elvtr. of the Farmers Elvtr. Co., at public sale, May 6, for \$4,600, and have taken possession of both elvtrs., which have a combined storage capacity of 90,000 bus. T. D. Winters, an employe for the past 2 years, has been taken into the firm as a partner, and in the future the business will be operated under the name of the Schroeder-Goken-Winters Grain Co. Both elvtrs. will be improved and electric motors installed.—E.

## KANSAS

Conway, Kan.—The Farmers Elvtr. Co. has been organized.

Whitewater, Kan.—I am going out of the grain business.—C. V. Chaney.

Luray, Kan.—E. F. McGlasson is now mgr. of the Farmers Elvtr. Co.

Medora, Kan.—Electric power will be installed in the elvtr. at this point.

Hollis, Kan.—Farmers are forming a company to buy or build an elvtr.

Jetmore, Kan.—A. H. Ling is installing a 50-bbl. Midget Mill and a corn mill.

Durham, Kan.—The Durham Grain Co. will build an elvtr. D. A. Eichenenour is mgr.

Atchison, Kan.—W. W. Young & Co. have engaged in the grain commission business.

Emmons, Kan.—West Spindler is mgr. of the recently acquired elvtr. of the Farmers Union.

Atchison, Kan.—The Blair Elvtr. Co. has been incorporated with a capital stock of \$100,000.

Woodston, Kan.—The Solomon Valley Mlg. Co. will replace its old elvtr. with a new house.

Holyrood, Kan.—A new office building is under construction for the Holyrood Grain & Supply Co.

Little River, Kan.—The Burke Grain Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Abilene, Kan.—The Farmers Elvtr. Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Isabel, Kan.—The Farmers Elvtr. Co. will change mgrs. on July 1.—F. N. Strohl, agt. Larabee Mlg. Co.

Ford, Kan.—A. P. Emrie has bot the interest of his father and brother in the elvtr. of Emrie & Sons.

Doster sta. (Caldwell p. o.) Kan.—The Caldwell Mlg. Co., of Caldwell, is rebuilding its elvtr.—G. W. H.

Ames, Kan.—The Farmers Union has increased the capacity of its elvtr. from 10,000 bus. to 15,000 bus.

Morrowville, Kan.—We understand that the Farmers Elvtr. Co. failed last week.—G. E. Vining, Mahaska.

Elkhart, Kan.—E. W. Long, agt. of the Morton Grain Co., was bereaved recently by the death of his wife.

Healy, Kan.—We have purchased the elvtr. of W. E. Cox at this point.—Stevens-Scott Grain Co., Wichita.

Washington, Kan.—The Farmers Union bot and took possession of the elvtr. of George Classen on May 8.

Webber, Kan.—W. I. Good is our new mgr., succeeding R. R. Savage.—Bossemeyer Bros., Superior, Neb.

Ellsworth, Kan.—Our recently acquired elvtr. is a 15,000-bu. elvtr. on the Union Pacific.—Janousek & Hloucal.

Stockton, Kan.—We recently installed an American Kerosene Carburetor on our gasoline engine.—Farmers Union.

Edmond, Kan.—The Farmers Co-operative Ass'n contemplates the erection of a 20,000-bu. fireproof elvtr., on the Mo. Pac., within the next 2 weeks. C. C. Bishop is mgr.

Spearville, Kan.—C. C. Jennings is building two new elvtrs. at this point, each with a capacity of 17,000 bus.

Geneseo, Kan.—We have bot the elvtrs. of Gray Bros. here and at Crawford.—Stevens-Scott Grain Co., Wichita.

Dorrance, Kan.—The capacity of the elvtr. of the Farmers Elvtr. Co. is being increased from 19,000 bus. to 25,000 bus.

Arkansas City, Kan.—We have purchased 8 Richardson Automatic Scales for our country elvtrs.—Arkansas City Mlg. Co.

Nickerson, Kan.—Mr. Gonder, of Abbyville, has succeeded W. W. Hamilton, who resigned as mgr. of the Farmers Elvtr. Co.

Wheaton, Kan.—The elvtr. of J. S. Force burned the last week in April. The cause is unknown as the fire started at night.—A.

Salina, Kan.—Frank Goeffray, of Abilene, has purchased the membership of Fred Quincy in the Board of Trade, paying \$150.

Attica, Kan.—Harry Hunter, mgr. of the elvtr. of the Hunter Mlg. Co. here, is recovering from an operation for appendicitis.

Chapman, Kan.—O. L. Thisler and C. R. Hollinger bot the property of the Chapman Mill & Elvtr. Co. at sheriff's sale, paying \$14,000.

Jetmore, Kan.—I have sold my elvtrs. at this place and Hanston to the C. C. Isely Lumber & Grain Co., of Cimarron.—M. W. Peterson.

Doniphan, Kan.—J. E. Clark has a new 6,500-bu. iron clad elvtr., equipped with gas power. He has been in business about 2 years.—X.

Salina, Kan.—The Lee-Warren Mlg. Co. has let contract to the Lehrack Construction & Engineering Co. for an addition to its warehouse.

St. Francis, Kan.—We expect to build a 25,000-bu. concrete elvtr. at an early date. Contract has not been awarded.—J. Crosby & Son.

Nickerson, Kan.—The Farmers Elvtr. Co. has purchased new machinery and supplies, for the remodeling of its elvtr., from the White Star Co.

Gaylord, Kan.—We expect to install electric motors here and at Cedar to replace gasoline engines now in use.—Smith County Farmers Union.

Sublette, Kan.—The elvtrs. under construction for the Hugoton Elvtr. & Warehouse Co., at this place and Santata, are nearing completion.

Great Bend, Kan.—The Kansas Flour Mills Co. has the bins of its elvtr. up. We have the roof on our new concrete elvtr.—Walnut Creek Mlg. Co.

Hiawatha, Kan.—I have installed an electric motor and will use electric power in my elvtr. on account of the high price of gasoline.—Ward Salisbury.

Huscher, Kan.—John W. Bane, formerly of Cedar, is now in charge of our elvtr. here, succeeding L. W. Kempton.—Bossemeyer Bros., Superior, Neb.

Clarendon sta. (Ellinwood p. o.), Kan.—We will not build an elvtr. at this station or at Sterling, as was recently reported.—Kansas Grain Co., Hutchinson.

Atwood, Kan.—The Farmers Grain & Supply Co. is installing a new Fairbanks Wagon Scale and extending the shed over the driveway 7 ft. at each end.

Hanson, Kan.—G. W. Glenn will be mgr. of the elvtr. which we purchased from M. W. Peterson at this point.—C. C. Isely, of C. C. Isely Lumber Co., Cimarron.

Westfall sta. (Lincoln p. o.), Kan.—The elvtr., for which the Farmers Grain & Supply Co. recently let contract, to the White Star Co., will have a capacity of 15,000 bus.

Penalosa, Kan.—The Craig Grain Co. has built a new engine room and coal sheds. The Farmers Grain Co. has erected a warehouse and will install a feed grinder. We will put in new wagon scales and make other improvements.—R. W. Cleveland, agt. Pacific Elvtr. Co.

Lucas, Kan.—E. Rogers will remain in charge of the elvtr. which the Derby Grain Co. took over from M. P. Thielen, who will now engage in the automobile business.

Noble, Kan.—We have purchased the elvtrs. of the Hall-Baker Grain Co. at this place, Frederick, Ransom, Utica, Pendennis and Leoti.—Stevens-Scott Grain Co., Wichita.

Neodesha, Kan.—We will remodel our elvtr. by lowering the driveways, installing 2 or 3 clutches, overhead dump and lifts, and changing the dump pits.—Bauman Grain Co.

Gardner, Kan.—The Ward Grain Co. has succeeded Ward & Mowrey, D. W. Mowrey having sold his interest to Mrs. J. B. Ward and her daughter, who now own both elvtrs.

Kellogg sta. (Winfield p. o.), Kan.—We are building an addition to our elvtr. to increase the bin capacity and are installing a roller feed grinder.—I. S. Alton, agt., Baden Mills Co.

Howell, Kan.—The Southwest Grain Co. is remodeling its elvtr., doubling the capacity. A new engine and other up-to-date machinery will be installed.—E. M. Smart, mgr., Stafford.

Black Wolf, Kan.—The Black Wolf Grain & Supply Co. will install a cleaner, manlift and automatic scale. A new cement power house will protect a new oil engine from fire in the elvtr.

Parsons, Kan.—The Farmers Union, of which Harry Neath is pres, contemplates the erection at once of a 20,000-bu. elvtr. and warehouse, with a capacity of 20 cars.—McAleers Mill & Elvtr.

Hog Back sta. (Ellis p. o.), Kan.—The Hays City Mill & Elvtr. Co., of Hays City, has let contract for a 15,000-bu. iron clad elvtr. to the White Star Co. This station is on the Union Pacific R. R.

Medicine Lodge, Kan.—H. W. Skinner has purchased, thru the White Star Co., equipment for his new elvtr. which will be built, in the near future, to replace the one that burned last August.

Fowler, Kan.—I have purchased the elvtr. at this point of the Fowler Elvtr. Co., and will operate under my name beginning June 1.—A. R. Upp, mgr. Farmers Grain & Supply Co., Spearville.

Athol, Kan.—The Farmers Union Ass'n, of Lebanon, contemplates the erection of an elvtr. here and at Claudell, work to be started in the near future.—Jack Bane, mgr. Bossemeyer Bros., Huscher.

Clay Center, Kan.—W. A. Appelgate, formerly with the Shannon & Mott Co., Des Moines, Ia., has succeeded Albert Kaasch, who resigned as sales and general mgr. of the Snell Mill & Grain Co.

Redwing, Kan.—Farmers have leased a site on the Missouri Pacific and will build a 20,000-bu. elvtr. They have organized a company and incorporated with Andrew Gerstenkorn as pres. and P. J. Meyers as sec'y.

Robinson, Kan.—We handle coal, flour, feed and twine in connection with our recently acquired elvtr. S. M. Ulsh is pres. and L. E. Fiechter, sec'y of our company.—John F. Brant, mgr. Farmers Union Ass'n.

Russell, Kan.—We are building a warehouse of natural rock, 28½x70 ft., with basement and one 10-ft. story. The office will be at one end with the scale beam inside the office.—H. A. Fink, mgr. Farmers Elvtr. Co.

Cullison, Kan.—W. R. Atherton will succeed T. L. Daniel June 1 as mgr. of our company. Mr. Daniel has resigned to become state sec'y for the Co-operative Grain Dealers Ass'n of Kansas.—Farmers Grain & Mercantile Co.

Waverly, Kan.—The Star Grain & Lumber Co., of Wellsville, is erecting a 10,000-bu. elvtr. on the Santa Fe, to replace the house which burned Apr. 7. Equipment will include a Richardson Automatic Scale, Union Iron Works Distributor and a Western Cleaner.



Cedar, Kan.—Work has been started on the 14,000-bu. elvtr. for H. Thomas, of Osborne. Roy Graham will be mgr. The Farmers Elvtr. Co. will remodel its elvtr. and build new coal sheds.—Jack Bane, mgr. Bossemeyer Bros., Huscher.

Lawrence, Kan.—The Bowersock Mills & Power Co. has prepared plans for the construction of 12 reinforced concrete cylindrical grain tanks, which will increase its storage capacity to 700,000 bus. Contract has not been let at this time.

Haviland, Kan.—The Oswald-Koelsch Grain Co. has sold its elvtr. to W. H. Crews & C. N. Tucker, of Greensburg, to give possession June 1 when it will open an office at Hutchinson, so the O. K. Grain Co. will not go out of business.

Cherryvale, Kan.—The Sauer Mfg. Co. has let contract for the erection of a 125,000-bu. reinforced concrete elvtr. Work will be started at once on the elvtr., which will be square type of construction, and will be finished before the new crop moves.

Homer sta. (Russell p. o.), Kan.—We intend to build a new elvtr. this spring, possibly of steel construction with a capacity of about 16,000 bus. I will be mgr. of this elvtr. in connection with the one at Russell.—H. A. Fink, mgr. Farmers Elvtr. Co., Russell.

Ottawa, Kan.—F. E. Stearns, of Scott Bluff, Neb., has bot the interest of A. H. Slater in the Forest Park Mfg. Co., operating an elvtr. and mill here. F. E. Wolf, W. L. Cayat and Fred Dobson, who will now be mgr., are also interested in the company.

Zook sta. (no p. o.), Kan.—The Pawnee County Grain & Supply Co. has let contract to the Western Construction Co. for an 18,000-bu. iron-clad, 9-bin elvtr., equipped with a Monitor Cleaner, Fairbanks Oil Engine, Fairbank's Automatic Scales, Hall Distributor, manlift and one leg.

Plains, Kan.—The 30,000-bu. iron clad elvtr., for which L. H. Pettit & Co. recently let contract to the Western Construction Co., will be located on the Rock Island and will be equipped with one leg, Richardson Automatic Scale and manlift. Power will be supplied by an International Oil Engine.

Center View, Kan.—The Farmers Elvtr. Co. has let contract for an iron clad elvtr., equipped with up-to-date machinery. Work will be started at once by the White Star Co., which has the contract. This station is on the Anthony & Northern, just out of Pratt, and was formerly called Norris and later Wendell.

Atchison, Kan.—The Atchison Board of Trade opened its cash grain market May 8 in new quarters in the Atchison Savings Bank Bldg. W. S. Washer is pres. and Edwin Lukens, sec'y. The resident members are: dealers, Blair Mfg. Co., Blair Elvtr. Co., Cain Mfg. Co., Lukens Mfg. Co., Mangelsdorf Bros. Co. and the S. R. Washer Grain Co.; commission merchants, Blair Elvtr. Co., Blair Mfg. Co., grain dept., S. R. Washer Grain Co., W. W. Young & Co.; private wires, Orthwein-Matchette Co. and broker, T. J. Bartholow.

## HUTCHINSON LETTER.

The Morton Grain Co. has opened grain offices in the Rorabaugh-Wiley Bldg.

The offices of the Armour Grain Co. have been moved to the Rorabaugh-Wiley Bldg.

We will probably build a couple of small elvtrs., but have not decided on the locations.—Kansas Grain Co.

A movement for the erection of a 1,000,000-bu. elvtr. has been started but nothing definite has been done as yet.—Ralph Russell.

Paul Gano, mgr. and owner of the Gano Grain Co., will move his headquarters from the 8th floor of the Rorabaugh-Wiley Bldg. to the 7th floor.—E. T. Marion.

George Noll, pres. and mgr. of the Central Grain Co., has sold his membership, in the Board of Trade, to the Equity Commission Co. Chas. Smith, mgr. of the Equity Commission Co., will fill the seat vacated by Mr. Noll.—E. T. Marion.

E. A. Mowrey, formerly pres. and mgr. of the Hutchinson Grain Co., will leave shortly for an extended eastern trip, accompanied by his wife and 2 daughters.—E. T. Marion.

The Kemper Grain Co. will succeed the Hutchinson Grain Co. in the grain business here and Walter H. Hastings will be mgr. E. A. Mowrey, mgr. of the Hutchinson Grain Co., will retire from active business for a time, and Chas. W. Colby, office mgr., will retain that position with the Kemper Grain Co.

L. H. Pettit & Co. has let contract for a 100,000-bu. reinforced concrete cleaning elvtr. to be run by 2 electric motors. It will contain 2 legs, 2 Richardson Automatic Scales, car puller, power shovels, Hall Distributors, Monitor Cleaner, manlift and will be electrically lighted thruout. It is being built on private ground to handle the grain from the company's country elvtrs. The Finton Construction Co. has the contract.

## WICHITA LETTER.

The Farm Products Co. of Kansas City, Mo., has opened a grain office in this city with W. L. Bell as mgr.

We have purchased 9 elvtrs. in Kansas and now operate 26 elvtrs. in this state and Oklahoma.—Stevens-Scott Grain Co.

The Hunter Mfg. Co., of Wellington, has established an office in the Sedgwick Bldg. George Hunter, pres., who will be in charge, has held a membership in the Board of Trade for several years.

J. H. Sheerhod, of the J. R. Harold Grain Co., has purchased the membership in the Board of Trade of the Keith Grain & Commission Co. and will open a grain office in the Sedgwick Bldg. on July 1.

The foundations for the 350,000-bu. reinforced concrete addition to the elvtr. of the Red Star Mill & Elvtr. Co. will be completed by July 1. The Lehrack Construction & Engineering Co. has the contract for the annex.

The Wichita Terminal Elvtr. Co. has been formed as a preliminary organization, pending the raising of \$15,000, by the sale of preferred stock, for the proposed 1,000,000-bu. elvtr. to be built at this city. Henry Lassen was elected pres., Carl Warkentine, of Newton, first vice-pres., A. J. Hunt of Arkansas City, 2nd vice-pres., C. W. Carey, treas., and C. M. Jackman, sec'y.

## KENTUCKY

Louisville, Ky.—Edinger & Bro. will make extensive repairs in their elvtr.

Gar, Ky.—We have sold our grain business to C. L. Dowell.—P. B. Cooper.

Lancaster, Ky.—The Lancaster Mills & Elvtr. Co. has closed its plant for a year and Alex Walker, prop., will move to Lawton, Okla.

Franklin, Ky.—Contract for the erection of a 300,000-bu. reinforced concrete elvtr. and warehouse has been let by the Gallatin Mfg. Co. to the Burrell Engineering & Construction Co.

Franklin, Ky.—A 75,000-bu. reinforced concrete elvtr. will be built this season, contract for which has already been let. Other mills will enlarge their storage capacity.—Electric Mill Co.

Owensboro, Ky.—The warehouse of the Rapier Grain & Seed Co., containing a large amount of wheat, oats, bran and hay, valued at \$25,000 to \$35,000, was completely destroyed by fire on Apr. 30.

Lexington, Ky.—Grain dealers, millers and farmers of Kentucky at a meeting here recently decided upon a plan to furnish grain bags to the farmers, in view of the fact that the price of jute bags has risen to 3 times the normal figure. Millers and grain buyers will give 15 days' free use of bags, charging a rental of 3c for the next 10 days, and another 2c rental for the second 10 days. If, after 35 days, the bags are not returned to the buyer loaning them, they are to be considered sold to the farmer using them at the market price agreed upon when the bags were taken

from the elvtr. or mill. W. H. Wearen of Stanford, Sec'y of the Central Kentucky Millers Ass'n has been authorized to write all wheat buyers in Kentucky and obtain their endorsements of the plan.

Eminence, Ky.—The Eminence Mill & Elvtr. Co. and the Eminence Mfg. Co. are one and the same, now doing business under the latter name, with R. R. Giltner as pres., W. S. Giltner, vice-pres. and F. C. Giltner, sec'y. The erection of a wheat elvtr. with a capacity of from 25,000 to 30,000 bus. was considered this spring, but, on account of the high prices, it has been put off for a year or so. Concrete or tile will probably be used in the construction.—Eminence Mfg. Co.

## LOUISIANA

Lake Charles, La.—A. B. Goodman is now mgr. of our company. We are located on the Southern Pacific, Louisiana Western, St. L. I. M. S. and the Kansas City Southern R. R.—Lake Charles Grain Co.

New Orleans, La.—Plans for replacing the present drier at the Chalmette Elvtr. with one of standard make, are being considered. The Dock Board Elvtr. and the New Basin Elvtr. are now under construction. The former will be completed about Aug. 1, and the New Basin Elvtr. about Oct. 1. The 50,000-bu. wooden elvtr., for which Geo. B. Matthews & Sons let contract to the Burrell Engineering & Construction Co., will be located on the Texas & Pacific R. R.—W. L. Richeson, chief grain inspector and weighmaster.

## MARYLAND

Ellicott City, Md.—The C. A. Gambrill Mfg. Co. intends to rebuild its elvtr. and mill, which burned Apr. 19 with a loss of \$200,000, covered by insurance.

## BALTIMORE LETTER.

Malcolm B. George, 32 years of age, employed as a machinist at the new elvtr. of the Western Maryland Ry. Co. at Port Covington, was caught in a wheel in the machinery room Apr. 26 and received severe injuries on his head, back and ankle.

Vernon M. Green, Stuart Olivier, W. Julian de Bullet and L. H. Windholz have been admitted to membership in the Chamber of Commerce, and the memberships of Garnett C. Ball and the estate of Michael T. Horner have been transferred.—James B. Hessong, sec'y.

The United States District Court decided in favor of the defendants in the suit brought by the Johnston Line Foreign Agency, of which Robert Ramsay is managing director, against H. C. Jones & Co., exporters of grain, for alleged demurrage for holding up the Steamer Quernmore.

All the stevedores employed as grain-trimmers on board vessels loading grain at the Baltimore and Ohio Elvtrs. at Locust Point returned to work May 3. The grain trimmers, who are employed by contracting stevedores, struck Apr. 28 in sympathy with the elvtr. employees who were on strike. Officials of the Baltimore and Ohio Railroad stated May 3 that conditions were about normal at their Locust Point Elvtrs. They secured men in New York and some in this city to take the place of the strikers, and they state the elvtrs. are now being run at capacity.

## MICHIGAN

New Haven, Mich.—The New Haven Elvtr. Co. has remodeled its offices.

Falmouth, Mich.—Albert Schepers is now mgr. here for the McBain Grain Co.

Harbor Beach, Mich.—Ezra Dell, of Nashville, will manage an elvtr. here.

Sidney, Mich.—The elvtr. of Chas. Burgess was entered by thieves recently.

Pewamo, Mich.—The Pewamo Elvtr. Co. contemplates installing electric lights in its elvtr.

Conklin, Mich.—Owen Emmons has gone into partnership with Amos Stockhill in the elvtr. at this place.



Avoca, Mich.—We intend to improve our elvtr. but will not install new machinery.—Hill & Wadsworth.

Middleton, Mich.—B. A. Pomeroy has recently taken the managership of our elvtr.—Farmers Elvtr. Co.

Portland, Mich.—The Portland Elvtr. Co. recently remembered its employes with bonuses ranging from \$50 to \$200 in size.

Detroit, Mich.—Inspection of grain at this point will be 75c per car, except bulkhead cars which are \$1, effective May 1.

Onaway, Mich.—The Hankey Mfg. Co., of Petoskey, has bot the 20,000-bu. elvtr. of D. & D. Mahoney, which was erected by the Onaway Elvtr. Co. about 8 months ago.

Battle Creek, Mich.—The elvtr. of A. K. Zinn & Co. was threatened with destruction, recently when a nearby wooden structure, filled with hay, burned to the ground.

Durand, Mich.—We contemplate enlarging our bin capacity which will necessitate new elvtrs., and distributors, grain cleaner and other equipment.—R. Judson, of Judson Michiganbean Co.

Salzburg sta. (Bay City p. o.), Mich.—The Cass City Grain Co., of Cass City, has closed negotiations and will start work soon on the erection of its proposed large bean elvtr. The company will move its headquarters to this place and will ship the beans from its 7 elvtrs. to be cleaned at this elvtr. when completed.

Lenox, Mich.—The Lenox Elvtr. Co. has been organized, with a capital stock of \$10,000, to take over the elvtr., bean picking plant and hay sheds of the defunct Richmond Elvtr. Co. The plant is now owned by the Farmers Elvtr. Co., which purchased it last fall. It has not been in operation since the Richmond Elvtr. Co. failed a year ago.

Deford, Mich.—The grain and bean elvtr. of the Cass City Grain Co., containing a large amount of grain, burned May 2, entailing a loss of several thousand dollars. The company carried \$4,600 insurance on the building and the grain was well insured. The fire started near the top and is thot to have been caused by a hot journal or a misplaced pulley.

Stanton, Mich.—Wm. E. Rasmussen is operating the elvtr., which he recently took over from O. D. Van Deboget & Co., under the name of the Rasmussen Elvtr. Extensive improvements will be made and a feed mill will be installed. The foundation for the addition, which he will build on the south end of the elvtr., is completed. O. D. Smith has accepted a position with the new owner.

Grand Rapids, Mich.—We have overhauled our grain cleaning dept., installing several new machines and now have in operation one of the most up-to-date grain cleaning depts. in the United States. We have purchased a 400-h. p. steam engine, which will be installed in June, in connection with the water power at our mill. In connection we have included 2 generators and a 40-h. p. motor. A power house is now under construction.—Wm. S. Rowe, pres. Valley City Mfg. Co.

## MINNESOTA

Cyrus, Minn.—Farmers will build an elvtr. here.

Maple Plain, Minn.—The elvtr. at this point has changed hands.

Northfield, Minn.—I have installed a new cleaner in my elvtr.—C. D. Orr.

Clara City, Minn.—Chris Ahlfs has resigned as mgr. of the Farmers Elvtr. Co.

Kenyon, Minn.—The Farmers Elvtr. Co. will build an 18x100 ft. coal shed at its elvtr.

Crookston, Minn.—Orrin Daniels has bot the elvtr. and grain business of Harry V. Curry.

Hamburg, Minn.—The Hamburg Co-operative Ass'n has succeeded the Security Elvtr. Co.

Richdale sta. (New York Mills p. o.), Minn.—The only elvtr. at this station is owned by the Perham Holding Co. and operated under lease by Wm. Jezewski.—X.

Bronson, Minn.—George Foss has succeeded Mr. Erickson as agt. of the Atlantic Elvtr. Co.

Sebek, Minn.—This station has no farmers elvtr. company as was recently reported.—P. M.

West Union, Minn.—We contemplate installing dump scales in our elvtr.—Mr. Chirhart, agt. J. Borgerding.

Gary, Minn.—Nels Strom is now operating the elvtr. of the Thorpe Elvtr. Co. and buying grain on his own account.—X.

Okabena, Minn.—The elvtr. of the Bennett Grain Co. is not in operation this year.—H. L. Mikelson, mgr. Farmers Elvtr. Co.

Redwood Falls, Minn.—The Atlas Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co.—J. F. Knudson, agt. Bingham Bros.

Gilfillan sta. (Morgan p. o.), Minn.—Alf Green is now running the elvtr. of the C. O. Gilfillan Elvtr. Co.—Charles O. Gilfillan.

Shevlin, Minn.—We have sold our elvtr. to O. E. Petterson, and he is now sole owner.—J. H. Gordon, sec'y Shevlin Trading Co.

Org, Minn.—N. Johnson is the new mgr. of the 20,000-bu. elvtr. of the Farmers Elvtr. Co.—E. H. Brown, agt. Humiston & St. John.

Waconia, Minn.—I bot the warehouse of the Great Western Grain Co. and am using it as a flour and feed house.—W. P. Kusserow.

Prosper, Minn.—I am leasing the 5,000-bu. elvtr. of the Farmers Elvtr. Co., which is located on the C. M. & St. P.—Wm. Ballentine.

Goodhue, Minn.—Our 12,000-bu. elvtr. has been closed for one season and will not be operated this year.—Winona Malting Co., Winona.

Storden, Minn.—O. C. Lande, formerly mgr. of the Storden Grain Co., has bot the elvtr. of the St. John Grain Co.—J. J. Christy, Westbrook.

Dovray, Minn.—K. Krueger is moving his elvtr. to the site of the elvtr. of the Skewis Grain Co., which burned February, 1915.—J. J. Christy, Westbrook.

Ellsworth, Minn.—We are at this time building an up-to-date 22,000-bu. elvtr. which will be finished by June 1.—L. B. Spracher & Co., Sibley, Ia.

Luverne, Minn.—E. E. Maloney is replacing the frame approaches at his elvtr. with new ones, which will have concrete retaining walls with clay filling.

Biscay, Minn.—The recently organized Farmers Elvtr. Co. rented the elvtr., feed and coal sheds of Steinkopf & Neilson and commenced business May 1.—X.

Claybrook, Minn.—We own a 40,000-bu. elvtr. at this place which has been closed for 2 seasons, and will not be operated this year.—Winona Malting Co., Winona.

Harold sta. (Crookston p. o.), Minn.—The Monarch Elvtr. Co. has let contract for a 30,000-bu. elvtr., to C. E. Bird & Co., to replace the house which burned Dec. 14. Equipment includes scales and engines.

Ulen, Minn.—We have bot the elvtr. of the Monarch Elvtr. Co. and will operate it under the name of the Knutson & Moebeck Elvtr. No changes will be made in the machinery or building.—Knutson & Moebeck.

Oslo, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, O. Enge, B. Gunderson and J. C. Figenskau. Contract has been let for an elvtr., which will be completed about July 1.

New Prague, Minn.—The New Prague Flouring Mill Co. has prepared plans for additional concrete grain tanks, of 700,000 bus. capacity, in connection with its mill. It will also build a cleaning house, of 1,200 bus. per hour capacity, machinery for which has been purchased. Contract will probably be let within 10 days, as bids are now being received.

Lowry, Minn.—The Farmers Elvtr. Co. now operates the elvtr. of the Atlantic Elvtr. Co. which it bot last August. It previously bot the elvtr. of the Osborne-McMillan Elvtr. Co. and this house is closed at present.—T. A. Hume.

Renville, Minn.—The old Hoffman-Holton Elvtr. is now owned by A. M. Holton. It has been closed since Apr. 1 when Ogren & Peterson, who conducted it for 15 months, were compelled to quit business on account of financial difficulties.—A. R. Holmberg, mgr. Farmers Elvtr. Co.

Verdi, Minn.—Paul W. Giese has bot the interest of F. C. Heilig in the elvtr. of Heilig & Twedt and the new firm name will be Twedt & Giese. We have also bot the elvtr. and coal sheds of the Western Elvtr. Co. and will operate both houses, handling live stock in connection.—Twedt & Giese.

Norcross, Minn.—The Farmers Elvtr. Co. of Herman & Norcross, Inc., will build a 16x40 ft. coal shed and a 16x30 ft. addition to its elvtr. here, to be used as a store room for mill feed, twine and feed corn. It will also paint its elvtrs. and coal sheds at this place and Herman.—E. E. Peck, sec'y, Herman.

St. Paul, Minn.—The terminal elvtr. of the Equity Co-operative Exchange will consist of 18 large concrete grain tanks with a capacity of approximately 500,000 bus. Equipment will include car pullers, track scales, power shovels, for unloading grain, a receiving pit at side of track, 2 Richardson Grain Separators, a 2,000-bu. hopper scale for weighing out grain, oat clipper, grain driers, screening separators, manlifts and other machinery. Electric power will be used thruout the building, the machines to be driven by individual motors. Grant, Smith & Co. have the contract for the constructing of the superstructure and the Toltz Engineering Co. will be the consulting engineers. It will be completed in time for the 1916 harvest.

## MINNEAPOLIS LETTER.

Elvtr. "K," owned by the Sheffield Elvtr. Co., which burned May 18, 1915, is being rebuilt.

H. Wehmann & Co. have discontinued their grain business and now handle feed and flour only.

Membership in the Chamber of Commerce sold recently for \$4,200, which is the highest price paid in 10 years.

The A. Huhn Elvtr. Co. will increase its storage capacity 200,000 bus. by the addition of new concrete tanks and the renovation of the tanks left from the fire last year.

Daniel Engstrom, treas. of the Benson-Newhouse-Stabek Co., died Apr. 27, following a lingering illness. He was a member of the Chamber of Commerce for 25 years.

Frederick P. Wheeler has been admitted to membership in the Chamber of Commerce, and the membership of T. H. Kerwin has been posted for transfer to Fred H. Schmitt.

The Bartlett-Frazier Co., of Chicago, has leased the new Soo Line Elvtr., which will be ready for operation about Sept. 1. It is being built of concrete with a capacity of 1,250,000 bus.

We have under consideration additions and the remodeling of our grass and field seed plant, as well as the erection of a concrete transfer elvtr. in connection with storage facilities.—Albert Dickinson Co., Chicago, Ill.

Work is progressing on the 3,000,000-bu. elvtr. of the Washburn-Crosby Co. and also on the 300,000-bu. addition which the Pillsbury Flour Mills Co. is making to its storage capacity.—E. S. Hughes, ass't sec'y Chamber of Commerce.

The claim of Mrs. Katherine Jordan Peavey to 7,000 shares of stock in F. H. Peavey & Co., transferred by the late George W. Peavey, her husband, to Frederick B. Wells and Frank T. Heffelfinger, was upheld by Judge Jelley in the district court. Under the terms of the transfer,



made in September, 1907, Mr. Peavey turned over the stock, valued at \$700,000, to Mr. Wells and Mr. Heffelfinger, his brothers-in-law, in return for their note for \$700,000, which was to be paid from the dividends accruing on the stock. Judge Jelley held that this note was not sufficient consideration, since under the terms of the transfer contract the note need not be paid at all unless the company should declare dividends on the stock. Such dividends, the court held, were really a part of the stock itself.

## DULUTH LETTER.

Charles C. Burdeau, who represented the Armour Grain Co. at Springfield, Ill., has been transferred to this city.

Charles E. Lewis & Co. will move their offices from the Board of Trade Bldg. to large offices in another building.

A petition, requesting the directors of the Board of Trade to amend the by-laws, changing the charges from \$6.25 to \$7.50 for 5,000-bu. trades of wheat, barley, rye and oats, or fraction thereof, has been circulated and generally signed by the members.

## MISSOURI

Pleasant Hill, Mo.—The Hunt Bros. Mlg. Co. will enlarge its elvtr.

Houstonia, Mo.—We are building an elvtr.—Lee H. Stiles, of Farmers Elvtr. Co.

Smithton, Mo.—The elvtr. of Monsees & Sons was burned May 1. Loss, \$7,000; partially insured.

Humansville, Mo.—W. A. Offutt will operate the elvtr. and feed mill of P. D. Blake under lease.

Commerce, Mo.—We contemplate building a grain warehouse, about 50x100 ft.—B. F. Anderson Grain Co.

St. Joseph, Mo.—The St. Joseph Grain Exchange has decided to join the Council of Grain Exchanges.

Cairo, Mo.—The elvtr. and mill, owned by J. L. Polson & Son, burned recently, together with a large amount of grain.

St. Joseph, Mo.—E. R. Stripp, of the Vanderslice-Lynds Co., Kansas City, has bot a membership in the Grain Exchange.

Fairfax, Mo.—I have sold my recently acquired elvtr. to the Elwood Grain Co., of St. Joseph, Mo., who will operate it.—B. D. Daulton.

Appleton City, Mo.—The Farmers Equity Grain & Supply Co., which recently bot an elvtr. here, has been organized with a capital stock of \$4,000.

Westboro, Mo.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Westboro Grain Co. for \$10,000.—J. B. Shaum Grain Co.

Clinton, Mo.—A site for a new elvtr. and mill, to replace the plant recently burned, has been purchased by L. E. Keyes, of the Kracke Mlg. Co.

Wheeling, Mo.—J. Brigman will succeed Brigman & Heaton in the grain business, Mr. Heaton having died recently.—F. L. Smiley, agt. O. A. Talbott & Co.

Oran, Mo.—The loss to our grain house, by a recent fire, amounted to about \$12,000, with \$2,600 insurance. We will rebuild at once.—B. C. M., mgr. Oran Grain Co.

Vanduser, Mo.—The Sikes-McMullin Grain Co. has let contract for the remodeling of its recently acquired elvtr. to the Burrell Engineering & Construction Co.

Concordia, Mo.—We expect to install a 15-h. p. single phase 220 volt alternating electric motor this spring and have just built a 5,000-bu. corn crib.—J. S. Klingenberg & Son.

Slater, Mo.—We have let contract for remodeling our mill and increasing its capacity to 500 bbls. New ball bearing rolls, sifters and purifiers will be installed.—Slater Mill & Elvtr. Co.

Wayland, Mo.—Farmers talked of building an elvtr. this spring but since the money time came the talk has ceased and the prospects are poor at present so W. N. Sage will continue to buy grain.—J. D. Rebo, mgr.

St. Joseph, Mo.—We are building a new warehouse here, doubling our track room and storage capacity. We expect the work to be completed about July 1.—E. F. Schreiber, of Schreiber Hay & Grain Co., Kansas City.

Application for membership in the Missouri Grain Dealers Ass'n has been applied for by the Wellington Elvtr. Co., Wellington, Mo., Farmers Elvtr. Co., Houstonia, Mo., and the Katy Grain Co., Rosedale, Kan.—J. A. Gunnell, sec'y.

Shippers in sections where the rates on grain and grain products show the greatest discrimination have asked the Missouri Grain Dealers Ass'n to file a protest before the Public Service Commission and attempt to have the discrimination removed and the rates made more uniform and equitable thruout the state. A formal complaint will soon be made.—J. A. Gunnell, sec'y.

Sedalia, Mo.—A local meeting of grain dealers of Missouri was held here on Apr. 20, which proved to be one of the most interesting local meetings ever held in this state. About 60 dealers from west central Missouri were in attendance. The principal subject discussed was the discrimination in freight rates which is most apparent in that section of the state. Other subjects of interest were also discussed.—J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n.

Clinton, Mo.—The grain business conducted by me, with elvtrs. at Clinton, Ladue and Rockville, and cribs and scales at 5 other points, has been incorporated, under the name of the W. H. Hurley Grain Co., with a paid up capital stock of \$28,000, of which amount 50 shares are owned by E. D. Sayles, 20 shares by Ben Mitchem and the remaining 210 shares are held by myself. All the properties turned over to the corporation are up-to-date in every respect and no remodeling or building is contemplated at the present time.—W. H. Hurley.

## KANSAS CITY LETTER.

We opened a new office at 223 W. 8th St. about 2 weeks ago.—E. F. Schreiber, of Schreiber Hay & Grain Co.

Two workmen for the F. E. Ransom Coal & Grain Co. were severely injured when the wall of an excavation, in which they were working, caved in.

The Norris Elvtr. So. incorporated to operate its recently completed elvtr.; capital stock, \$5,000; incorporators, Fred C. Hoose, R. A. Kelley and E. E. Williams.

The Kansas City Grain Club will have the traveling solicitors of the grain firms of the Board of Trade, as its guests at its next meeting and dinner, which will be held soon.

Equity Union Grain Co. incorporated to store and deal in all kinds of grain on commission; capital stock, \$20,000; incorporators, S. O. Drayton, Fred L. Palmer and C. L. Roberts.

The W. S. Nicholson Grain Co. has purchased a shiny new Studebaker Roadster for I. Updike, traveling representative, to facilitate calling on his grain friends in Kansas and Nebraska.

Ernst-Davis Grain Co. incorporated to do a general commission business in grain, live stock, fruit and products; capital stock, \$25,000; incorporators, George H. Davis, Arthur Freeman and A. L. Ernst.

The Orthwein Matchette Co. has opened offices at 21 Board of Trade to accommodate its growing cash grain business. Cort Addison is in charge of the cash dep't. Futures will also be handled by the new office.

George C. Martin, formerly in the grain business in this city, died Apr. 29 at Pasadena, Cal., aged 66 years. He is survived by his widow, a daughter, and 2 sons, one of whom is mgr. of the Goffe & Carkener Co. at St. Louis.

Mason Hawpe will engage in the grain brokerage business. He has purchased a membership in the Board of Trade for \$6,500, which is the new high record price, being \$500 higher than the last previous membership sold 2 weeks before.

The Midland Mlg. Co. has been organized with George Innes as pres. and James A. Innes as treas. and active mgr. A 2,400-bbl. plant in 2 units will be built, in North Kansas City, the first unit to be ready by Oct. 15. A 150,000-bu. reinforced concrete elvtr. will be erected in connection.

The largest public elvtrs. in Kansas City have installed moisture testing machines and the official moisture tests, in grading the corn loaded out of such elvtrs. are made by the State Inspectors on these testers at the elvtrs. as the corn is loaded, and the official grading of each car, as finally determined by the moisture test, is known on every car loaded at the elvtr. during the day. This is a great convenience and accommodation to the elvtrs. and shippers as they know the moisture test and official grading of the corn in every car as soon as it is loaded.

Visitors to the Board of Trade who now venture on the 4th floor, or try to call on ex-Pres. Dittenbaugh at Room 421, are confronted with the startling admonition "DANGER, KEEP OUT." The trouble is Dittenbaugh & Bragg have been compelled to give up their old office, and the exchange room of the Board of Trade is to be extended to the north wall of the building, which will be given a glass front to facilitate the examining of samples. After the room is extended, the sample tables will be placed at the north end of the exchange hall and the pit, with its accompanying telegraf operators, will be pushed to the south of the hall, where all will have better light to see the figures on the blackboard, or watch the prices go thru the ceiling.

Plans are now under consideration for the erection of additional tanks at the Milwaukee Elvtr., leased and operated by the Simonds-Shields Grain Co. This will add from 500,000 to 1,000,000 bus. to its present storage capacity of 3,000,000 bus. For the Kansas-Missouri Elvtr., leased and operated by the Hall-Baker Grain Co., additional concrete tanks are contemplated this summer that will increase its capacity to 3,500,000 or 4,000,000 bus. The erection of additional storage tanks is contemplated this year by the management of the Murray Elvtr., leased and operated by the Aylsworth-Neal-Tomlin Grain Co., which will increase the capacity 500,000 bus., or possibly 1,000,000 bus. The new Kansas City Southern Elvtr., with a capacity of 1,250,000 bus., has just been completed and will be operated under lease as a public house, by the Norris Elvtr. Co., a subsidiary company to the Norris Grain Co.—Jas. T. Bradshaw, State Grain Warehouse Commissioner of Missouri.

## ST. LOUIS LETTER.

The St. Louis Elvtr. & Grain Co. has leased the elvtr. and other buildings of the Mississippi Valley Elvtr. & Grain Co. for 2 years at \$1,250 per month.

In the bankruptcy proceedings of Payne & Becker, R. V. Gustin testified that Mr. Becker had large quantities of wheat bot and sold daily thru their Chicago correspondents for Gustin's account as a dummy, to practically balance their trades and make it unnecessary to forward margins to Chicago.

The Cotton Exchange has accepted the proposition of the Merchants Exchange in regard to merging the 2 organizations and will move at once to the north end of the trading hall of the Merchants Exchange. The cotton dealers, who are not members of the Merchants Exchange, in compliance with the proposition, soon will make application for membership.

According to a reliable report the Missouri Pacific Iron Mountain Railroad Co. will soon begin the erection of a fine up-to-date 1,000,000-bu. elvtr., probably at Carondelet, which will be the railroad company's grain yards when the new elvtr. is built. There is another rumor in grain and financial circles to the effect that another company is being organized to induce the Terminal Railroad to build an elvtr. on its tracks here, convenient to several railroads having their terminals in



this city. The proposed capacity is 6,000,-000 bus. or more, which would be the largest in the west.—Jas. T. Bradshaw, State Grain Warehouse Commissioner of Missouri, Kansas City.

We are indebted to Sec'y Eugene Smith for a copy of the annual report of the Merchants Exchange, containing a full list of officers and com'ltes for 1915 and 1916, together with a list of officers since it was established in 1862. The reports of the directors, traffic buro, dept. of weights, etc., are interesting and valuable. All of the resolutions adopted by the exchange during the year, rates and rules governing the handling of grain in public elvtrs. for 1916, fees for inspection, weighing, moisture test, etc., statistics covering the receipts and shipments of grain at this market, and many other facts have been carefully compiled and clearly stated. A full list of membership, numbering 1,101, is included as is a list of the names, operators and capacities of all public and private elvtrs. in this city. During the year 26 members died.

## MONTANA

Bynum, Mont.—Farmers have purchased a site for an elvtr.

Judith Gap, Mont.—A new detached office has been built by the Farmers Elvtr. Co.

Belt, Mont.—The Equity Co-operative Ass'n will install a new cleaner.—M. M. Moser, mgr.

Laredo, Mont.—We are building 30,000-bu. elvtrs. at this place and Yantic.—H. Earl Clark Co., Havre.

Williams, Mont.—Farmers are organizing to build elvtrs. at Francis Heights, Brady and this place.

Waldheim, Mont.—The Roundup Elvtr. Co., of Roundup, has let contract for a 25,000-bu. elvtr. to be completed before June 25.

Loma, Mont.—Farmers Union Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, Clarence H. Newhall and others.

Westby, Mont.—The Westby Elvtr. & Trading Co. contemplates the erection of 2 additional elvtrs. on the Wild Rose Extension.

Verona, Mont.—The Rocky Mountain Elvtr. Co. and the State Elvtr. Co. will build elvtrs. here.—Farmers Produce Co., Virgelle.

Grass Range, Mont.—The Farmers Equity Union, operating an elvtr. with R. W. Soule as mgr., has increased its capital stock.

Columbus, Mont.—New co-operative elvtrs. will be erected at this point, Fence, Boyd, Edgar and Laurel.—Edward Webster, Spion Kop.

Big Sag sta. (Highwood p. o.), Mont.—The Equity Ass'n has been formed and plans have been prepared for elvtrs. here and at Highwood.

Cascade, Mont.—We have let contracts for 30,000-bu. elvtrs. to be erected at Ulm and Verona. Several more are contemplated.—State Elvtr. Co.

Great Falls, Mont.—We do not contemplate the erection of an elvtr. here as was recently reported.—W. T. Greely, of Greely Schmidt Elvtr. Co., Ft. Benton.

Great Falls, Mont.—The Montana Central Elvtr. Co. is building a flour mill here and will erect 5 elvtrs., on the Milwaukee R. R.—Edw. Webster, Spion Kop.

Plentywood, Mont.—The Farmers Progressive Club will buy the elvtr. of the Farmers Elvtr. Co. by June 1.—G. A. Lindgren, agt. International Elvtr. Co.

Roundup, Mont.—The Roundup Elvtr. Co. will install 2 belt legs, 800-bu. cleaner, car puller and additional bin room to take care of its increasing seed business.—E.

Forsyth, Mont.—The Musselshell Valley Grain Co. will soon begin the erection of a 30,000-bu. elvtr. and mill. The company recently purchased an elvtr. here and moved its headquarters to this place.

Salem, Mont.—The Rocky Mountain Elvtr. Co. has let contract for a 25,000-bu. elvtr., equipped with scales and an engine. C. E. Bird & Co. have the contract.

Great Falls, Mont.—About 50 new elvtrs. will be built this spring within a radius of 100 miles of this city.—M. M. Moser, mgr. Equity Co-operative Ass'n, Belt.

Archer, Mont.—The Farmers Progressive Club will buy the elvtr. of the International Elvtr. Co. at this place.—G. A. Lindgren, agt. International Elvtr. Co., Plentywood.

Plevna, Mont.—The Columbia Elvtr. Co., of Minneapolis, Minn., will build a new elvtr. this summer at this point.—I. C. Van Dusen, agt. Columbia Elvtr. Co., Westmore.

Harlowton, Mont.—Work has been started on the 100,000-bu. concrete annex to the plant of the Montana Flour Mills Co. The Hickok Construction Co. is doing the work.

Polson, Mont.—I have sold out to Mr. Afterbaugh. The other 2 elvtrs. here are operated by J. H. Kline and Stanley Scarce, of Ronan. We are not on a railroad.—J. A. Henry.

Waltham sta. (Norbert p. o.), Mont.—C. Anderson, of Denton, has bot the elvtr. of M. Culbertson. Chas. Moser is the agt. in charge.—R. W. Watts, Ware sta. (Acushmet p. o.).

Billings, Mont.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, J. W. Clark and others. The company's elvtr. is practically completed.

Glasgow, Mont.—Contract for a 40,000-bu. elvtr. and 300-bbl. mill has been let by the Minot Flour Mill Co., of Minot, N. D., to the Willford Mfg. Co. Steam power will be used.

Ulm, Mont.—The Farmers Elvtr. Co. has increased its capital stock to \$4,600, appointed a building com'te, purchased a site for a 30,000-bu. elvtr., and is now preparing plans for it.

Vananda, Mont.—I have bot the warehouse of the Roundup Elvtr. Co. and intend to build an elvtr. this summer, equipped with up-to-date machinery.—C. M. Ask, of Vananda Elvtr. Co.

Ware sta. (Acushmet p. o.), Mont.—The 2 elvtrs. at this station, located on the C. M. & St. P. R. R. and owned by the Montana Elvtr. Co. and D. E. Brown, of Hobson, are closed at present. I have been agt. for D. E. Brown for the past 2 seasons.—R. W. Watts.

Glasgow, Mont.—The Glasgow Flour Mill Co. will erect a 300-bbl. flour mill, work to be started within the next 30 days. A 40,000-bu. elvtr. and large warehouse will be built in connection. There will probably be an elvtr. erected by local capital within the next 60 days.—S. C. Moore, sec'y, Commercial Club.

Wibaux, Mont.—H. B. Hansen has resigned as mgr. of the Wibaux Elvtr. Co. and will act as traveling solicitor for the Thomas Gibson Grain Commission Co., of Duluth, Minn. I have worked as his ass't for 2 years and will take his place as mgr.—H. M. Cummings.

Ulm, Mont.—The State Elvtr. Co., of Cascade, will build elvtrs. at this place, Comanche and Verona, which will bring the number of its elvtrs. up to 11, located in various parts of the state. Contract has been let for a 25,000-bu. elvtr., with up-to-date equipment, to C. E. Bird & Co., to be built at this station.

Helena, Mont.—J. E. Templeton, chief grain inspector, has given notice to all public warehousemen that before the 1916 grain crop is ready to move, a new form of storage receipt will be prepared, which all will be required to use. Several parties have been transacting a grain storage business without having filed bond and obtaining the proper license required by law. The state grain dept. has ruled that stored grain means all grain delivered to an elvtr. or warehouse that has not actually been purchased, if such grain has been placed with grain of other owners and mixed so that the identity of the different lots or parcels has not been preserved.

## NEBRASKA

Manley, Neb.—Dan Bourke will install a Car Loader.

Bar, Neb.—The Duff Grain Co. is building a new elvtr.

Eagle, Neb.—E. P. Betts is the new mgr. of the Farmers Elvtr. Co.

North Platte, Neb.—W. L. Reynolds has bot an elvtr. and mill here.

Davenport, Neb.—The Farmers Elvtr. Co. is installing a new wagon scale.

Prairie Home, Neb.—The Farmers Grain Co. is putting a cement floor in its elvtr.

Columbus, Neb.—A. A. Rush has resigned as agt. for the B. Hord Grain Co.

Friend, Neb.—Peter Stepnek has installed electric power in his elvtr. and mill.

Holdrege, Neb.—The Holdrege Equity Exchange has engaged in the grain business.

Hemingford, Neb.—We may enlarge our elvtr.—W. F. Walker, agt. Central Grnaries Co.

Blair, Neb.—The Crowell Elvtr. Co. is building a number of new coal sheds in this town.

Schuyler, Neb.—George W. Mahoney, of Omaha, is now with the Wells-Abbott-Niemann Co.

Republican City, Neb.—The Republican City Equity Exchange needs a new engine.—R. J. Ashby.

Spring Ranch, Neb.—Mr. Bales, of Fairfield, is now mgr. of the Grosshans Grain & Lumber Co.

Davenport, Neb.—The Farmers Elvtr. Co. is installing new scales.—A. D. Duncan, agt. C. D. McInay.

Elmwood, Neb.—Wm. Atchison, Jr., is mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co.

Raymond, Neb.—The Farmers Elvtr. Co. has purchased the elvtr. of S. Kilgore at this point.—L. G. C.

Brennan, Neb.—We have installed a 12-h. p. oil engine in our elvtr. here.—Farmers Grain & Supply Co.

Concord, Neb.—Geo. Maloney has succeeded T. Hagan as mgr. of the Crowell Elvtr. Co. at this station.

Dawson, Neb.—Jos. Windle, engaged in the grain business here, was married recently to Miss Lena Pfann.

Blue Hill, Neb.—We have installed a Success Safety Manlift.—H. F. Welch, mgr. Farmers Elvtr. & L. S. Co.

Beatrice, Neb.—The Dobbs Grain Co. has completed the 16,000-bu. elvtr. for which it recently let contract.

Putnam sta. (Beatrice p. o.), Neb.—The deal for the elvtr. at this place fell thru.—H. S. Tonnemaker, of Beatrice.

Huntley, Neb.—The recently organized Farmers Equity will build an elvtr. here.—R. J. Ashby, Republican City.

Platte Center, Neb.—James Allen, of Spring Ranch, has succeeded Ed Burns as agt. of the T. B. Hord Grain Co.

Republican City, Neb.—The Central Granaries Co. is installing a Hall Signaling Grain Distributor in its elvtr.

Tarnov, Neb.—Farmers have organized an elvtr. company. Vincent Weiser, Calvin Gertch and others are interested.

Edgar, Neb.—The Farmers Union is building a new warehouse. Lee Hill is erecting a new office.—C. D. McInay.

Thurston, Neb.—The Crowell Elvtr. Co. has added a side line of hogs to its elvtr. business here. I. Clinkenbeard is mgr.

Upland, Neb.—We intend to install a kerosene engine this spring.—T. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Kenesaw, Neb.—The Whiteley Mfg. Co. incorporated; capital stock, \$10,000; incorporators, Owen Whiteley, pres. and mgr., L. M. Robinson, sec'y, and others. The company has commenced the erection of an elvtr. and 25-bbl. mill which will be ready for operation about July 1.



Nickerson, Neb.—A. Sinamark, mgr. of the Farmers Union Ass'n, has resigned to engage in the garage business at North Bend.

Lincoln, Neb.—J. M. Reed, mgr. of the elvtr. of H. O. Barber & Son, has resigned and will retire to his ranch in Wheeler County.

Ruby, Neb.—The newly organized Farmers Elvtr. Co. has been incorporated with a capital stock of \$25,000. An elvtr. will be built.

Monroe, Neb.—We have completed our new cribbed elvtr. and are now ready for operation.—John Gibbons, agt. T. B. Hord Grain Co.

Denman sta. (Hastings p. o.), Neb.—H. C. Hansen, H. H. Stedman and V. J. Johnson have bot the elvtr. of the Omaha Elvtr. Co.

Lawrence, Neb.—G. A. Hurley, formerly mgr. of the Farmers Elvtr. Co., is now operating the Missouri Pacific Elvtr. on his own account.

Ragan, Neb.—The Farmers Grain & General Shipping Ass'n has been incorporated with B. McArthur as pres. and J. D. Peterson as sec'y.

Fairbury, Neb.—We recently sold our gasoline engine and have installed a 5-h. p. electric motor.—Fairbury Mill & Elvtr. Co., per C. W. Lea.

Schuyler, Neb.—We have been closed down for 3 weeks for repairs and are now ready for business.—E. W. Zerzan, mgr. Farmers Grain Co.

Foster, Neb.—The Farmers Grain Co. will close its elvtr. during the summer but will resume business in the fall.—Ag't. Nye Schneider Fowler Co.

Glenvil, Neb.—The recently organized Farmers Union Grain Co. has bot the elvtr. of the Platte Grain Co. and retained John Egbert as mgr.

Benkelman, Neb.—We will repair our recently acquired elvtr. and enlarge the capacity this summer.—Fred Kockrow, mgr. Benkelman Equity Exchange.

Denton, Neb.—Bert Bunnell, of Rokeby, has bot the elvtr. formerly operated by the Harrach & Earl Grain Co. Possession will be given about July 1.—L. G. C.

Fremont, Neb.—C. C. Johnson has been placed in charge of the elvtr. and mill, now operated by the Fremont Mlg. Co. under the name of the Brown Cereal Mills.

Fremont, Neb.—Geo. Jennings, grain buyer for P. S. Heacock & Son at Falls City for 28 years, has accepted a similar position with the Fremont Mlg. Co. here.

Hastings, Neb.—We have purchased the elvtrs. at Farmers sta. (Hansen p. o.) and at Halloran sta. (Inland p. o.).—A. E. Hockman, mgr. Farmers Grain & Supply Co.

Harbine, Neb.—Mr. Koenig will remain as mgr. of the elvtr. which the recently organized Farmers Elvtr. Co. took over from Koenig & Selk, until a new mgr. is hired.

Cordova, Neb.—The recently organized Farmers Grain Co. has bot the elvtr. of F. M. Dorsey. The company will be incorporated by Geo. Jensen, H. C. Christian and others.

Superior, Neb.—We are placing a fire-proof roof on our warehouse and recently installed a 25-h. p. Fairbanks Type Y Valveless Oil Engine in our elvtr.—Bossmeyer Bros.

Yanka sta. (Brainard p. o.), Neb.—W. J. Hunt now owns and operates the elvtr. of James Bell & Son. The Speltz Elvtr., formerly operated by the Dawson Grain Co., is closed.—X.

Superior, Neb.—T. O. Merchant, formerly of Lincoln, has opened offices in this city to conduct a general grain brokerage business. Mr. Merchant also maintains an office at Holbrook.

Beaver Crossing, Neb.—We have purchased the elvtr. and coal sheds of the W. T. Barstow Grain Co. and will be ready for business on June 1.—L. C. Geis, sec'y Farmers Grain Co.

Firth, Neb.—The 25,000-bu. elvtr., under construction for the Firth Grain & Coal Co., will be finished in time for the new crop.—Harry C. Noland, representing Wm. D. Orthwein Grain Co., St. Louis, Mo.

Kavan sta. (no p. o.), Neb.—Farmers have started a movement to have the C. B. & Q. R. R. build a side track here on which they intend to build an elvtr. This station is 4 miles northwest of Wahoo.

Princeton, Neb.—Noah Egger is mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co. This is the only elvtr. at this station.—Harry C. Noland, representing Wm. D. Orthwein Grain Co., St. Louis, Mo.

Duncan, Neb.—Gerald Goodman, who has hired to succeed I. J. Holdridge as mgr. of the Farmers Elvtr. Co., became ill with scarlet fever and returned to Kansas. I am now in charge of the elvtr.—Roscoe Stumbaugh, mgr. Farmers Elvtr. Co.

Red Cloud, Neb.—Our recently completed elvtr. is in connection with our new flour mill and warehouse. The elvtr., 100-bbl. mill and warehouse are built together and are of reinforced monolithic concrete. This plant is located 4 miles east of this station at the junction of the Burlington R. R.—Amboy Mlg. & Elvtr. Co.

Orleans, Neb.—My elvtr., which burned Apr. 13, was valued at \$7,000, with insurance of \$4,000. The grain which was burned was worth \$4,000, on which \$3,000 insurance was carried. I think the elvtr. was set on fire. I will continue to handle grain with a portable elvtr., using a gasoline engine for power, and am now ready for business.—S. Richards.

Ulysses, Neb.—Papers were filed at Lincoln charging that an effort is being made to have J. A. Smith, mgr. of the Ulysses Grain Co., declared a bankrupt in federal court, to enable Geo. Dobson, a banker here, to escape liability for about \$60,000. Smith alleges that the grain company is the private business of Dobson and that he has been working for him at \$75 a month. It is said he declares that Dobson offered him large sums of money to assume the liability and go into bankruptcy. There is now due to 82 creditors the sum of \$60,000.

## OMAHA LETTER.

A membership in the Grain Exchange sold Apr. 28 for \$1,900.

E. G. Hudnell is in charge of the branch office which King-Farnum & Co., of Chicago, Ill., opened in this city on May 1.

The O'Donnell Grain Co., of Denver, has opened an office at 831 Grain Exchange Bldg. F. J. O'Donnell, who is sec'y of the company, will be mgr. in charge of the local office.

The Maney Mlg. Co. has had plans drawn for a large elvtr. at Council Bluffs and the site has been bot, but it is hesitating now on account of the high cost of material and labor.—B.

We are building new coal sheds at Blair, Wayne and Coleridge, and are making additions to the sheds we now have at Wakefield. An up-to-date lumber shed is being built at our elvtr. at Scribner, where we have a big trade.—Crowell Elvtr. Co.

Warren Powell, for three years chief clerk of the Omaha Grain Exchange, and son of Geo. B. Powell, chief grain inspector, has entered the employ of the Armour Grain Co. He has started in the bookkeeping department, and is a bright young man.

Members of the Grain Exchange voted May 3 to resume future trading in this market within the next few weeks. A com'te composed of E. C. Twamley, chairman, and J. W. Holmquist, E. S. Westbrook, H. K. Schafer and A. H. Bewsher was appointed to revise the rules governing future trading.

The Omaha Hay Exchange has been organized and official inspection will begin about June 1, 1916. F. W. Judson is pres., Luther Drake, first vice-pres., A. A. Nixon, 2nd vice-pres., W. A. Ellis, sec'y, and H. S. Clarke, treas. The par value for membership has been fixed at \$500 and no

more than 20% will be paid in during any one year. It is believed by members that not more than the first payment of \$100 will be required from stock subscribers, as the exchange should be self supporting inside of a year. All active dealers of the exchange must be residents of Omaha or maintain offices for dealing in hay in this city. In 1915, Nebraska was the leading hay state of the United States, with 4,088,598 tons of alfalfa and 3,132,219 tons of wild hay. Other adjoining states, Iowa, South Dakota, Wyoming and Colorado, which are bound to be interested in this market, also produced enormous crops.

## NEW ENGLAND

St. Johnsbury, Vt.—The grain firm of Griswold & MacKennon is in financial difficulties.

Warren, R. I.—I am enlarging my elvtr. and am putting in a new ball bearing motor driven mill, automatic separator and a Richardson Receiving Scale. I am also enlarging my storehouse for mill feeds.—John D. Peck, of Reliance Elvtr., Providence.

St. Albans, Vt.—The St. Albans Grain Co., operating a 100,000-bu. elvtr. and mill, is building a 7-story 42x50 ft. reinforced concrete mill, with a capacity of 20 cars per day, for manufacturing feed and other products.

Boston, Mass.—Eugene McDonald is pres., John J. King, sec'y, and Alexander S. MacDonald, treas., of the A. S. MacDonald Commission Co. which recently engaged in the grain and feed business with offices in the State Mutual Bldg.

Providence, R. I.—Various officials and ass'ns interested in the development of the port, including the State Harbor Improvement Commission and the Chamber of Commerce, have agreed that a grain elvtr. is needed.—Frank A. Page, Port Agt.

## NEW MEXICO

Melrose, N. M.—The firm of Burdick & Stone, operating elvtrs. here and at Clovis, has been dissolved and Lester Stone will continue the business as sole owner.—E. W. Fee, Albuquerque.

## NEW YORK

Geneva, N. Y.—I expect to build an elvtr. of about 50,000 bus. storage capacity.—C. C. Davison.

Benton Station, N. Y.—E. E. Paddock will be mgr. of the Farmers Elvtr. & General Produce Co.

New York, N. Y.—I represent Schilthuis & Co., who are importers of grain in Rotterdam, Holland.—W. C. Schilthuis.

Ogdensburg, N. Y.—We have leased the 500,000-bu. elvtr. from the Ogdensburg Elvtr. Co.—Rialto Elvtr. Co., Chicago, Ill.

Brooklyn, N. Y.—Samuel Bowne, of S. W. Bowne & Co., who had his leg crushed recently at the company's plant, is on the road to recovery.

New York, N. Y.—Charles B. Morris, 71 years of age, prop. of elvtrs. and warehouses in the Bronx, and a grain, feed and hay dealer for many years, died recently.

## BUFFALO LETTER.

C. W. Urmonst, of the Urmonst Grain Co., is the proud father of a boy.

The American Linseed Co. has bot the property, on the Buffalo River, of the Great Eastern Elvtr. Co., a subsidiary company, which has now gone out of business.

The following officers were re-elected at the recent annual meeting of the Corn Exchange: F. A. McLellan, pres., D. M. Irwin, vice-pres., W. J. Heindol, treas., and Fred E. Pond, sec'y.

The Western Elevating Ass'n incorporated; capital stock, \$2,000; incorporators, Edward Michael, Frank S. Elder and Fritz Fernow. Mr. Michael and Mr. Elder represent elvtrs. direct. This ass'n will be a sort of a clearing house for elvtr. business.



The recently incorporated Dellwood Elvtr. Co., whose directors are members of the Archer-Daniels Co., has filed plans for a reinforced concrete grain elvtr. It will cost \$111,150 and will adjoin the elvtr. of the Archer-Daniels Co. on the Buffalo River.

Edwin T. Douglass, formerly general mgr. of the Western Transit Co., has been elected a director of this corporation, and is appointed mgr. of the Concrete Elvtr., with jurisdiction over the lake grain interests of this corporation. John J. Rammacher, who has been elected vice-pres., will also continue to act as treas.—Nisbet Grammer, pres. Eastern Grain, Mill & Elvtr. Corporation.

## NORTH DAKOTA

Underwood, N. D.—The Atlantic Elvtr. Co.'s elvtr. here has changed hands.

Glover, N. D.—A farmers elvtr. will be built at this place during the summer.

McVie, N. D.—H. D. McDougall and M. E. Zeeveld purchased the Hightum Elvtr.

Gladstone, N. D.—The Bayer & Loh Co. will install an engine in its elvtr.—Geo. W. Lee.

Hatton, N. D.—The Farmers Elvtr. Co. has decided to build an addition to its elvtr.

Crosby, N. D.—August Nelson has succeeded H. Burggreen as agt. of the Equity Elvtr. Co.

Langdon, N. D.—The Langdon Elvtr. Co., of which M. C. Campbell is mgr., will equip lumber yards here.

Kathryn, N. D.—The Kathryn Farmers Elvtr. Co. has decided to purchase the Andrews Grain Co.'s elvtr.

Killdeer, N. D.—I have bot the 30,000 bu. elvtr. here of the Olson & Warner Grain Co.—R. S. Davidson.

Upham, N. D.—The Farmers Elvtr. Co. has remodeled its elvtr. The Western Improvement Co. did the work.

New England, N. D.—Howard Walter, who has been agt. of the Geo. C. Bagley Elvtr. Co., is now postmaster here.

Hague, N. D.—Albert Jellema, of Hull, has succeeded the late John Ven Vught as agt. for the Columbia Elvtr. Co.

Mott, N. D.—J. R. Larson, sec'y and mgr. of the Equity Mfg. & Power Co., operating a 50,000-bu. elvtr., has resigned.

Hague, N. D.—The Reliance Elvtr. Co. has completed its new elvtr., equipped with manlift, leg, cleaner and scale.—P. Hulm.

Jessie, N. D.—The Farmers Mercantile & Elvtr. Co. has installed a new cleaner.—O. E. Retzlaff, mgr. Farmers Elvtr. Co.

Grand Rapids, N. D.—The name of the Farmers Elvtr. Co. has been changed to the Farmers Co-operative Elvtr. & Lumber Co.

Flaxton, N. D.—The report that an elvtr. would be built here this season is incorrect.—John Smith, mgr. Farmers Elvtr. Co.

Fero, N. D.—The Farmers Elvtr. Co. will build a 50-bbl. flour mill in addition to its elvtr. here.—C. Hostbjoer, Rugby, N. D.

Walhalla, N. D.—We expect to do extensive repair work on our elvtr. and may put in a different cleaner.—Walhalla Roller Mill Co.

Pettibone, N. D.—The Farmers Elvtr. Co., organized last year with Harry Danielson as pres., will build an elvtr. this summer.

Anselm, N. D.—Chas. Colva, mgr. of the Farmers Elvtr. Co. for several years, will leave July 1 to engage in business on his own account.

Rutland, N. D.—The Farmers Elvtr. Co. has let contract for its 40,000-bu. elvtr. Work will be commenced at once and completed by July.

Wyndmere, N. D.—Work is progressing on the 30,000-bu. elvtr. for which the Farmers Elvtr. Co. recently let contract to T. E. Ibberson.

McVie, N. D.—A. D. McDougall and H. E. Zeeveld have bot the elvtr. of P. A. Highum & Co. They will not open the elvtr. for business until fall.

Gladstone, N. D.—Farmers and business men will build a mill on the foundation of the old Lee Mill and Elvtr.—German Ehlert, agt. Powers Elvtr. Co.

Jamestown, N. D.—Farmers have let contract for a 25,000-bu. elvtr., 4 miles south of this place, on the Midland Continental R. R.—Star Elvtr. Co.

Parkhurst sta. (Jamestown p. o.), N. D.—The elvtr. of the North Star Grain Co., of which I was agt., was closed Mar. 1 for the year.—R. C. McCann, Verona.

Perth, N. D.—Mark Wold has bot the elvtr. of George Kissell and will operate it this year.—Louis P. Branca, representing Ely, Salyards & Co., Duluth, Minn.

Pittsburg, N. D.—The Andrews Grain Co. has repaired its elvtr. and we will probably repair our house in July.—Fred Harlow, agt. Great Western Grain Co.

Leeds, N. D.—J. Henneritta has bot the elvtr. of the Cullen Elvtr. Co. and W. A. Schultz has bot the elvtr. of Nils Dokken.—J. C. Donovan, agt. Powers Elvtr. Co.

Robinson, N. D.—Louis Williamson is pres., H. A. Overby, vice-pres., F. Bon, sec'y, and F. O. Seagren, treas., of the Robinson Union Elvtr. Co.—F. R. Lynch, mgr.

Elizabeth, N. D.—The Farmers Elvtr. Co., of Alice, is planning the erection of an elvtr. here. The company is again operating its elvtr. at Alice which was closed for repairs.

Plaza, N. D.—Ernest Balsukot is operating his recently acquired elvtr. as the Independent Elvtr. with Hudson Phillipi as mgr.—I. S. Kulseth, agt. Osborne-McMillan Elvtr. Co.

Merricourt, N. D.—The Merricourt Equity Exchange will make extensive repairs on its West Elvtr., formerly owned by the Gackle Elvtr. Co.—H. A. Imes, agt., Powers Elvtr. Co.

Dickinson, N. D.—J. P. Hovens has resigned his position with the Farmers' Union Elvtr. Co. here and has gone on the road for C. C. Wyman & Co.—McGillivray Elvtr. Co.

New Leipzig, N. D.—The Occident Elvtr. Co. will build an elvtr. on the Northern Pacific. We will install a new cleaner in our elvtr. this season.—Curlew Elvtr. & Lumber Co.

Mohall, N. D.—The Gunderson Elvtr. Co. has let contract for a 20,000-bu. cleaning elvtr., with all hopper bottom bins and 2 legs. The Western Improvement Co. has the contract.

Fargo, N. D.—Jerry Comer, formerly traveling representative for the Abbey Grain Co., of Minneapolis, Minn., is now solicitor for the Becher-La Bree Co., of Duluth, Minn.

Odessa, N. D.—The Occident Elvtr. Co. will buy the elvtr. of the Farmers Elvtr. Co. or build a new house. It will also establish an elvtr. at Elgin.—Curlew Elvtr. & Lumber Co.

Beach, N. D.—A team of horses broke thru the flooring over the scales of the Farmers Elvtr. Co., dropping into the pit below, from which they were raised with much difficulty.

Minden sta. (Washburn p. o.), N. D.—The Farmers Elvtr. & Mercantile Co. incorporated; capital stock, \$25,000; incorporators, G. A. Brown, O. Grandin and others. The company will build an elvtr. at this station which is between Washburn and Underwood.

Sherwood, N. D.—We will remodel our elvtr., building a new approach and driveway. New shafting and spouting will be installed as well as a stairway or manlift to the cupola. Numerous other repairs will be made.—Thos. M. Mrachek, agt. National Elvtr. Co.

Gwinner, N. D.—We have put in a new pan, boot, 2 legs, new cup belts, rope drive, distributors and steel spouting. Last fall we built a flour house.—E. J. Hall, mgr. Farmers Elvtr. Co.

Calvin, N. D.—The old elvtr. of the Farmers Elvtr. Co. has been wrecked and its coal sheds moved to make room for the 50,000-bu. elvtr. for which it recently let contract to T. E. Ibberson.

Mooreton, N. D.—We will build a new engine room and office in connection with our recently acquired elvtr., which we will operate after July 1.—E. E. Bailey, of Bailey & Sether Elvtr. Co., Barney.

Surrey, N. D.—Work has been started on the new 30,000-bu. elvtr. for which E. H. Ray let contract to T. E. Ibberson. Equipment includes Richardson Cleaners and legs for receiving and cleaning grain.

Guelph, N. D.—The Farmers Elvtr. Co. will take over the Marshall McCartney Elvtr. here June 1. Our elvtr. will be painted and the siding railed this spring.—H. A. Anderson, agt. Northwestern Elvtr. Co.

Englevale, N. D.—Our recently acquired 30,000-bu. elvtr. is equipped with a new cleaner. It should have a 15,000-bu. annex, automatic scale, coal sheds and other repairs.—W. R. Humphrey, pres. Farmers Elvtr. Co.

Jamestown, N. D.—The Occident Elvtr. Co. has let contract for the wrecking of its old elvtr. and the erection of a 40,000-bu. up-to-date elvtr., equipped with scales, cleaner and electric power. C. E. Bird & Co. have the contract.

Dwight, N. D.—We will repair our elvtr. this year. H. Ostbye, mgr. of our company, has resigned to go into business on his own account July 1 at Jarvis sta. (Bisbee p. o.). J. Rathburn is now the buyer for the Monarch Elvtr. Co.—Farmers Elvtr. Co.

Sherwood, N. D.—The new elvtr., for which the Farmers Elvtr. Co. let contract to T. E. Ibberson, will have a capacity of 50,000 bus. and will be electrically lighted thruout. Work will be started the latter part of this month and the house will be finished about July 1.

Barney, N. D.—We will build a coal shed in connection with our elvtr. which we took over from the Crown Elvtr. Co. E. E. Bailey, of this place, and R. W. Sether, of Mooreton, are the members of our firm, which will be ready for business about July 1.—Bailey & Sether Elvtr. Co.

Gronna, N. D.—The Equity Elvtr. Co. has been organized here with a capital stock of \$15,000. Rudolph Stine is pres. and Herman Lentz, sec'y. The farmers of Landa and Hansboro are planning meetings to discuss the organizing of equity co-operative concerns, and expect to build and operate new elvtrs. at these places.

Kloten, N. D.—The Kloten Grain Co. has bot the 30,000-bu. elvtr. of the Winter-Truesdell-Ames Co., and is now running it in conjunction with its 40,000-bu. house. I am now employed with the Kloten Grain Co., and will continue with them during the coming season.—Tom Wiley, former agt. Winter-Truesdell-Ames Co.

Streeter, N. D.—The Independent Farmers Elvtr. Co. has let contract for a 40,000-bu. elvtr., to the Hickok Construction Co., to replace the house which burned Jan. 12. Equipment includes 2 legs, dump scales, a 15-h. p. engine, a 1,500-bu. Richardson Automatic Scale, and a cleaner. The engine room will be fire resistant.

Dazey, N. D.—The payment of \$8,000 by the Consolidated Elvtr. Co., of Duluth, Minn., to W. H. Stutsman, chairman of the North Dakota Railway Commission, saved the holders of \$25,000 worth of storage tickets, issued here and at Walum, by the North Dakota Grain Co., from losses. The payment was made under the provisions of the law that the purchaser of stored grain must make good to storage ticket holders. The North Dakota Grain Commission traced the grain sold by the North Dakota Grain Co. to the Consolidated Elvtr. Co., and the latter company paid up.



## OHIO

Ansonia, O.—The elvtr. of the J. M. Pence Grain Co. has been sold.

Funk, O.—The Funk Equity Exchange has purchased the Taylor Elvtr.

Jeromeville, O.—The Farmers Equity Union has bot the elvtr. of L. A. Funk & Son.

Madison Mills, O.—I have sold my elvtr. to the Weidinger Grain Co.—H. Hall, Plain City.

Rising Sun, O.—An elvtr. is under construction for the J. L. Rouze Co., of Arcadia.

Sciotoville, O.—Jackson Cropper has bot the elvtr. and other property of the Scioto Mlg. Co. for \$5,000.

Middle Point, O.—The Pollock Grain Co. is installing a 3 roll mill in its elvtr. here.—H. G. Pollock.

Chicago Junction, O.—A farmers elvtr. company is being organized by C. L. Carpenter and others.

Ottawa, O.—The elvtr. of the Ottawa Grain & Mlg. Co. is being remodeled and new machinery installed.

Sidney, O.—Edward J. Shafer has asked that the Botkins Grain Co. be dissolved and a receiver appointed.

Lexington, O.—We have completed the erection of 4 steel grain storage tanks at our plant here.—Cockley Mlg. Co.

Orient, O.—We are operating our recently acquired elvtr. under the name of the Orient Grain Co.—J. M. Graham, mgr.

Medina, O.—The Farmers Exchange Co. is planning the erection of new elvtrs. One of the company's elvtrs. burned Dec. 17.

Bellevue, O.—We understand that J. Buckingham expects to make some improvements on his elvtr.—Irvin T. Fang-boner Co.

Green Camp, O.—We have not taken over the elvtr. of the Watts Elvtr. Co. but expect to do so by June 1.—R. C. Peet, mgr. Green Camp Grain Co.

Trebeins, O.—I have completed my new elvtr. and am now shipping grain and handling all kinds of feeds, coal and general merchandise.—C. O. Miller.

Columbus, O.—We have decided to hold our 37th annual meeting at Cedar Point on July 6 and 7, going on the 5th.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Glenmont, O.—The recently incorporated Farmers Equity Exchange will build an elvtr. as soon as it can get a location. W. E. Barnes is the officer in charge. No elvtrs. are located here at present.—X.

Cleveland, O.—H. W. Robinson became associated with our company on May 1 as vice-pres. and general mgr. and at the same time we absorbed the business of H. W. Robinson & Co.—Union Elvtr. Co.

Richwood, O.—The Richwood Grain Co. has been organized, with a capital stock of \$15,000, with Walter Hartman, pres., J. D. White, vice-pres., J. J. Dungan, sec'y, and Guy Cramer, treas. R. R. Gill will be general mgr.

Bowling Green, O.—The Royce & Coon Grain Co. has let contract to rebuild and remodel 5 grain elvtrs. Three grain driers will also be erected. All machinery and supplies will be bot thru Chas. W. Franklin, who has the contract for the work.

Van Wert, O.—On and after May 15, we will be located at Ft. Wayne, Ind., having purchased the transfer elvtr. on the G. R. & I. tracks in that city. We will continue our hay business from that point, and with the beginning of the new crop, will also ship considerable grain.—J. W. McMillen & Son.

Cavett, O.—The Pollock Grain Co. will replace the gasoline power at its elvtr. with electric motors or oil engines. A grinder has been installed to take care of the increased trade in chicken feed. The Van Wert Hay & Grain Co. will replace the gasoline power at its elvtr. with oil engines or electric motors.—H. G. Pollock, Middle Point.

Piqua, O.—The Miami Valley Grain Dealers Ass'n held its spring meeting in this city on Apr. 24 with about 35 dealers in attendance. The principal subjects before the meeting were buying grain on its grade merits and the discontinuance of the loaning of sacks. About 95% of the dealers of this territory have agreed to discontinue the practice of loaning sacks on or before June 1, and it is expected that all will do so. Notice to that effect will be posted in the elvtrs.

## CINCINNATI LETTER.

John M. Secrist, formerly an operator of grain boats and elvtrs., died May 1 at Chicago, Ill.

August and John Ferger, of the Ferger Grain Co., were bereaved recently by the death of their father.

The Willey Grain Co. has engaged in the grain and hay business with offices in the Union Central Bldg. Membership in the Chamber of Commerce has been applied for.

Ralph Gray & Co. has been organized by Ralph Gray, for many years in the grain and hay business, and J. D. Dye, of Cleveland, who has applied for membership in the Chamber of Commerce and the Grain & Hay Exchange.

## TOLEDO LETTER.

John Wickenhisser was bereaved recently by the death of his wife.

Work on the upper conveyor of the East Side Iron and Elvtr. plant is rapidly nearing completion. It is expected to be finished late in May.

George Woodman, sup't of the Rosenbaum Bros. Elvtr., who recently was operated upon for appendicitis was again taken to the St. Vincents Hospital last week. Mr. Woodman is now suffering with acute indigestion. Another operation will be necessary.

## OKLAHOMA

Goodwin, Okla.—Crowell Bros. are no longer in business here.—X.

Blanchard, Okla.—The Alex Mill & Elvtr. Co. will build an elvtr. here.

Forgan, Okla.—The Forgan Equity Exchange will install a Boss Car Loader.

Lawton, Okla.—B. E. Terhune, of Kentucky, is now with the Walker Mlg. & Elvtr. Co.

Camargo, Okla.—The Farmers Elvtr. Co. expects to enlarge its elvtr. to handle the new crop.—Walter Hunsaker.

South Coffeyville, Okla.—We have re-roofed and covered our elvtr. with corrugated iron.—Jameson Elvtr. Co.

Fay, Okla.—The Geo. Koch Grain Co. of Wichita, Kan., will repair its elvtr. here.—A. M. Gates, agt., Thomas Mlg. Co.

Altus, Okla.—We are installing a bleacher and intend starting a new office building soon to be modern in every respect.—Leger Mill Co.

Carmen, Okla.—Carmen Grain & Supply Co. incorporated; capital stock, \$8,000; incorporators, H. H. Sellers, W. H. Collins and others.

Ninnekah, Okla.—We are now building a 25,000-bu. elvtr., on the C. R. I. & P. R. R., equipped with up-to-date machinery.—Windle Grain Co.

Gage, Okla.—The Gage Roller Mills has completed its new elvtr. and dump. L. W. Rader, B. A. Taylor and myself are members of the firm.—G. M. Rader, mgr.

Carnegie, Okla.—I have bot the interest of F. J. Brink in the Thomas & Brink Grain Co. and will conduct the business under my own name.—J. R. Thomas.

Gotebo, Okla.—C. M. Haxton is pres. of a company, composed of business men and farmers, which has bot the mill of Thomas Orr which will be operated as an elvtr.

Hinton, Okla.—The Hinton Mlg. Co. has let contract for the erection of a new corn and wheat elvtr., which will be up-to-date and complete, to the White Star Co.

Texhoma, Okla.—The Patton-Rardin Grain Co., which recently moved its headquarters from this city to Ft. Worth, has now removed its main offices back to this city.

Bernice, Okla.—Mr. Lindsey has covered his elvtr. with corrugated iron, given it a coat of gray paint, and made other improvements in it.—Cleora Grain Co., Cleora.

Alva, Okla.—E. Anderson, mgr. of the elvtr. and mill here which the Kansas Flour Mills Co., of Wichita, Kan., took over from the Alva Roller Mills Co., has resigned.

Collinsville, Okla.—I am now sole owner of the elvtr. operated under the name of the Collinsville Grain & Elvtr., having bot Mr. Gilliland's interest in the business.—H. H. Keith.

Kingfisher, Okla.—Geo. Newer is pres., A. Zalabak, sec'y, and Louis J. Holt, treas., of the recently incorporated Farmers Elvtr. Co. which engaged in business on May 1.—F. L. P.

Ingersoll, Okla.—The recently organized Farmers Co-operative Ass'n, which has a capital stock of \$5,000, contemplates the erection of an 8,000 or 10,000-bu. elvtr. this spring. E. H. McLaughlin is pres.

Kingfisher, Okla.—We have leased the plant of the El Reno Mill & Elvtr. Co. at this place, taking charge May 1. A. R. Smith, who was formerly with the Kansas Flour Mills Co. at Minneola, Kan., is mgr.—Farmers Elvtr. Co.

Rocky, Okla.—We have purchased the Drennan Elvtr. and are increasing the capacity 3,000 bus., installing an elvtr. separator and replacing the present 5 h. p. engine with a 15 h. p. engine.—Wheeler Grain Co., Weatherford.

Tyrone, Okla.—The Tyrone Equity Exchange has let contract for a new elvtr. to the White Star Co. It will be erected adjacent to its present plant and will double the handling and storage capacity. Work has already been started.

Anadarko, Okla.—I have bot the elvtr. recently owned and operated by I. H. Powell & Co. Several changes and improvements will be made and feed, seeds and live stock will be handled in connection.—Daniel Vollmer, per Theo. G. Oelke, mgr.

Nash, Okla.—We have sold our elvtr. to B. M. Atley, of Enid, and now contemplate the erection of one or two 10,000-bu. elvtrs., equipped with up-to-date machinery, including 10-h. p. engines. We have not decided on the locations.—Mills Bros.

Blackwell, Okla.—The Blackwell Mill & Elvtr. Co. has let contract for a 160,000-bu. elvtr. to the Lehrack Construction & Engineering Co. It will consist of 8 reinforced concrete bins, 89 ft. high. The company will also spend about \$100,000 in improving its mill and elvtrs. here.

Oklahoma City, Okla.—We expect to have a large attendance at our annual meeting, to be held May 23 and 24, on account of the unusual good condition of the growing crop.—C. F. Prouty, sec'y-treas. Oklahoma G. D. A. Program for the meeting is published elsewhere in this number.

Prague, Okla.—Location for an elvtr. to be built soon by B. F. Whitmore was staked out on the right of way of the Great Western here by Gen. Agt. A. C. Hixon recently. Contract has also been let for another elvtr. to be built here by S. W. Hogan of Cashion and E. W. Sibley of Okemah, Okla.

## OREGON

Boyd, Ore.—Boyd Union Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, G. W. Otey, H. D. Southern and others.

## PENNSYLVANIA

Carlisle, Pa.—Frank E. Thompson, grain and feed dealer, died recently at the age of 67 years.



Centre Hall, Pa.—I have recently installed an electric motor and electric lights in my elvtr. The electric power takes the place of gasoline power formerly used.—R. D. Foreman.

Harrisburg, Pa.—We recently built a 5-story fireproof elvtr. and two 8-story storage buildings, one of which is absolutely fireproof.—J. Austin Brandt, of Paxton Flour & Feed Co.

Lancaster, Pa.—B. B. Martin & Co. have bot the elvtr. of Geo. H. Shreiner & Son and will add grain and feed to their coal and lumber business. John W. Eshelman will enlarge and improve his large elvtr.—John R. Burkholder.

#### PHILADELPHIA LETTER.

Samuel S. McKnight, pres. of the Commercial Exchange, was married Apr. 29 to Mrs. Eleanor Stuetz.

The strike at the Girard Point Elvtr. has been settled and the 800 workmen, who stopped work, have returned.

H. B. Kratz, of H. B. Kratz & Co., grain, flour and feed dealers of Schwenksville, and the Magder Grain Co., have been admitted to membership in the Commercial Exchange.

Anthony J. Fuhrer, 58 years of age, a contracting carpenter, was killed Apr. 25 at the old Girard Point Elvtr. He had the contract for the wrecking of the old structure and had just arrived at the place when a heavy block of wood fell from the top of the elvtr., striking him on the head.

#### PITTSBURGH LETTER.

Charles H. Carnahan has been admitted to membership in the Grain & Hay Exchange.

The campaign against bucket shops was entered May 5 by the federal authorities when a grand jury returned indictments against the owners and employees of a dozen brokerage offices raided recently by the state police. They are charged with using the mails to defraud. Bail in each instance was fixed at \$2,500.

### SOUTH DAKOTA

Alcester, S. D.—The elvtr. of the Farmers Elvtr. Co. is closed.

Grover, S. D.—The Farmers Elvtr. Co. is building a new lumber shed.

Gayville, S. D.—S. B. Stockwell has resigned as mgr. of the Gayville Elvtr. Co.

Cresbard, S. D.—We will install new steel spouting in our elvtr.—Farmers Elvtr. Co.

Keldron, S. D.—Jesse Neil, of Watauga, is now mgr. of the Keldron Equity Exchange.

Valley Springs, S. D.—The Farmers Elvtr. Co. has enlarged its office.—G. W. Wright.

Watauga, S. D.—L. A. Myre has succeeded Jesse Neil as mgr. of the Equity Exchange.

Blunt, S. D.—The elvtr. operated by J. A. Reinschmidt, with contents, burned to the ground.

Estelline, S. D.—The elvtrs. will probably install several electric motors for power.—Thos. Ford.

Fullerville sta. (Mission Hill p. o.), S. D.—The Farmers Union Co. has closed its elvtr. for a time.

Bruce, S. D.—Hans Erickson will resign July 1 as mgr. of the Farmers Co-operative Co. and move to Minnesota.

Bonee, S. D.—The name of Bloomington has been changed to this p. o.—E. R. McFarland, agt. M. King Grain Co.

Murdo, S. D.—Charles Eaton, a member of Eaton Bros., who operated an elvtr. here, was burned to death on May 3.

Osceola, S. D.—The recently incorporated Farmers Elvtr. Co. has applied to the railroad for a site on which to build an elvtr.

Parkston, S. D.—The elvtr. and mill of the Greenwood Mlg. Co. burned, together with contents and several carloads of wheat, flour and feed. The loss is estimated at \$38,000.

Egan, S. D.—I will install an electric motor this season on account of the high price of gasoline.—James H. Glow, of Glow Grain Co.

Owanka, S. D.—Farmers will build an elvtr. at this place during the summer.—J. H. Borin, mgr. Farmers Elvtr. Co., New Underwood.

Roslyn, S. D.—We are negotiating for the purchase of an elvtr. but if the deal falls thru we will build.—O. O. Floren, sec'y Farmers Elvtr. Co.

Timber Lake, S. D.—Plans for the new 25,000 bus. capacity elvtr. to be erected by the Farmers Co-operative Co. here have been completed, and bids will be called for as soon as possible.

Verdon, S. D.—We bot the elvtr. formerly operated by the Verdon Grain Co. and will do some repairing before the new crop is on the market.—P. H. Haughan, mgr. Independent Grain Co.

Chelsea, S. D.—H. W. Miller has enlarged his engine house, installed a new 20 h. p. International Gas and Kerosene Engine and made other improvements in his elvtr.—H. Bittner, agt. Pacific Elvtr. Co.

Bonilla, S. D.—Siberz Bros. & Craig have the only elvtr. open at this point at present. The Columbia Elvtr. Co., of which Carl Paulson is agt., closed its elvtr. Mar. 15. There is no Farmers Elvtr. Co. here.—J. E. Rush, agt. Siberz Bros. & Craig.

Wessington, S. D.—We are building cribbed additions on both sides of our elvtr., practically doubling the former capacity. The usual single leg and dump will be installed. No new machinery will be required.—Geo. P. Sexauer & Son.

Watertown, S. D.—The elvtr. and mill of the W. H. Stokes Mlg. Co. has been sold and will be reopened by the new owners, under the name of the Stokes Mlg. Co. which has been incorporated, with a capital stock of \$200,000, with H. E. Dahl, F. F. Hanley, W. H. Stokes, Jr., and others as incorporators.

### SOUTHEAST

Atlanta, Ga.—Wm. Mercer Fain, of the W. L. Fain Co., grain dealers, died recently.

Richmond, Va.—Plans for the proposed large grain and hay storage warehouse have been made by the Grain Exchange.

Cartersville, Ga.—The Cartersville Grain & Provision Co., with J. F. Dunn as mgr., has been established to buy and sell grain and other products.

Jacksonville, Fla.—The Redding Grain Co. incorporated; capital stock, \$15,000; incorporators, J. M. Redding, pres., H. T. Howard, vice-pres. and others.

Winchester, Va.—We have purchased the mill, lately operated by W. B. Baker's Sons, grain dealers. It is on the B. & O. and the C. V. Railroads and is practically ready for operation now. Lewis F. Cooper is pres., Stewart Bell, vice-pres., Shirley Carter, sec'y-treas. and I. W. Dick, supt., of our corporation.—Winchester Mlg. Corporation.

### TENNESSEE

Nashville, Tenn.—John C. Bennett has been elected sec'y-treas. of the Grain Exchange for another year.

Cookeville, Tenn.—We have installed a new engine in our elvtr., and new machinery in our roller mill; 3 dust collectors and one stand of new rolls.—Cookeville Roller Mills.

### TEXAS

Claude, Tex.—We have installed electric power in our elvtr.—Nelson & Smalley.

Jacksboro, Tex.—The Jacksboro Mill & Elvtr. Co. has bot an electric light plant here.

San Saba, Tex.—San Saba Mill & Elvtr. Co. incorporated; capital stock, \$14,000; incorporators, J. I. Carson, J. W. Fry and T. C. Henry.

Prosper, Tex.—Johnson & Peek will do a grain business this summer.—Baker Bros.

Yoakum, Tex.—The Orth Mlg. Co. will put in an elvtr. and flour mill here.—Yoakum Grain Store.

Jasper, Tex.—The recently incorporated Jasper Grain Co. is a commission firm and will not build an elvtr.—X.

Ft. Worth, Tex.—Additional steel storage has been contracted for by the Ft. Worth Elvtrs. Co., construction to begin at once.

Vega, Tex.—Farmers Elvtr. & Storage Co. incorporated; capital stock, \$5,000; incorporators, J. E. May, J. I. Mayes and H. R. Shields.

Temple, Tex.—To make good the losses resulting from the failure of the A. B. Crouch Grain Co., the City National Bank has increased its capital stock from \$100,000 to \$200,000.

Hillsboro, Tex.—No organized effort has been made to build an elvtr. here altho a great deal of grain is grown and more is being planted than ever before.—C. R. Gardner, sec'y Young Men's Business League.

Galveston, Tex.—The directors of the Cotton Exchange and the Board of Trade, at a recent meeting, ordered the following rule, relating to the inspection of grain, to be posted: (a) In case of dissatisfaction with the original inspection requests for reinspection must be made within 48 hours subsequent to the date of said original inspection, excepting that reinspection may be made at any time where grain has been damaged after inspection by leaky roof and other defects in the car. (b) This rule to be effective excepting in such cases as are provided for in the rules adopted by the Cotton Exchange and Board of Trade, July 13, 1915, in the matter of cars that are too heavily loaded to permit of a thoro inspection, or which are found to be "plugged."

### WASHINGTON

Uniontown, Wash.—We are figuring on building an elvtr. here and at Leon.—Union Warehouse Co., Ltd.

Johnson, Wash.—The Farmers Union will build an elvtr. for the new crop.—Union Warehouse Co., Ltd., Uniontown.

Palouse, Wash.—The Farmers Union will transform its flat houses into bulk elvtrs.—Union Warehouse Co., Uniontown.

Pomeroy, Wash.—No new elvtrs. will be built here. A few farmers are putting up tanks and will patronize the 50,000-bu. elvtr. of the Pacific Coast Elvtr. Co.—W. F. Taylor, agt.

Creston, Wash.—The erection of an 85,000-bu. elvtr. will be started in the near future by the Sperry Flour Co. The company has enlarged its mill office and installed new machinery in its mill.

Ruff, Wash.—We have a small elvtr., having remodeled part of our flat sack warehouse into bins but it is not very satisfactory and we have not sufficient room to handle this season's crop. The general sentiment here is that most of the farmers will handle their grain in bulk. If they do we will need more room and will have to enlarge our elvtr. pit. Many of the interior dealers will convert their sack warehouses into elvtrs. or build new elvtrs.—J. C. Keller, mgr. Griffith Union Grain & Trading Co.

Seattle, Wash.—The following amendment has been made by the Merchants Exchange to its recently amended ruling as to deliveries of grain: Grain in bulk cannot be tendered on contracts without consent of buyer. If buyer consents he may deduct 4c bu., unless agreed that delivery in bulk shall constitute full delivery. Grain in bulk with sacks on top shall not constitute delivery on contract as sacked grain, but buyer may accept it as sacked or bulk grain, and if accepted as bulk grain the sacks shall be held for seller's account. For sacks designat in bad order or as resacks by state grain inspector, seller may be charged 3c and 10c, respectively.



Wilson Creek, Wash.—The Wilson Creek Union Grain & Trading Co. will build a new elevator this season.—J. C. Keller, mgr. Griffith Union Grain & Trading Co., Ruff.

Reardan, Wash.—M. Harshman, ass't mgr. of the Centennial Mill Co., of Spokane, has succeeded C. B. Shoemaker as mgr. of the Washington Grain & Mfg. Co.

## WISCONSIN

Clinton, Wis.—We have acquired two elevators; one 10,000 bus. on the C. M. & St. P. and one 20,000 on the C. & N. W. We leased the smaller one, but bot the larger one from the Milwaukee Elevator Co.—Associated Farmers Co.

Waterloo, Wis.—Fire recently destroyed the brick and frame elevator of the Waterloo Malting Co. and badly damaged the steel tanks and contents. The fire was due to an overheated motor. The company carried \$40,000 insurance and the Badger State Malt Co., which owned stock in the elevator, carried \$56,000 insurance.

## MILWAUKEE LETTER.

J. H. Murphy has been given a permit to erect a \$9,000 grain drying elevator.

O. C. Owen and John C. Hensley have formed the firm of Hensley & Owen to succeed O. C. Owen & Co., grain commission merchants. Mr. Hensley of the new firm has been in the employ of the E. P. Bacon Co.

Creditors of the defunct E. G. Hadden Co. will receive a total of \$5,698 as Judge F. A. Geiger, of the federal court, has confirmed the action of the trustee in bankruptcy in accepting the offer of composition of 10%.

A decision has been issued by the Railroad Commission of Wisconsin, establishing a reciprocal switching rate of 1c per 100 lbs., minimum weight 50,000 lbs. per car, on all intrastate traffic interchanged at this point, and also a switching rate of 1½c per 100 lbs. on carload freight switched from an industry on the Milwaukee road tracks for team-track delivery within city limits.

The following have been admitted to membership in the Chamber of Commerce during April: L. D. Richardson, Arthur J. G. Illian, Paul W. Arndt, T. W. Peterson, L. J. Keefe and John J. McIntyre. The following memberships have been transferred: L. R. Fyfe, Henderson D. Graff, Chas. F. Flanley, Herman Wehmann and the estates of E. C. Hall and A. G. Hayden.—H. A. Plumb, sec'y.

We are indebted to Sec'y H. A. Plumb for a copy of the 58th annual report of the Chamber of Commerce, containing a complete list of the officers, committees, members of the exchange and names of the presidents since 1858. Statistics covering the receipts and shipments of grain, range of prices, monthly inspection, etc., are given and the book contains the charter and rules of the Chamber of Commerce and the amendment adopted during 1916. It is indexed and is an interesting compilation.



C. H. Johnson & Sons' Elevator & Mill at Pinola, Ind.

## Purchase of Grain Covered by Chattel Mortgage.

The Supreme Court of Washington on Mar. 28, 1916, gave judgment against the Wilson Creek Union Grain & Trading Co., of Wilson Creek, Wash., in favor of G. W. Bollen, holder of a chattel mortgage executed by Charles E. Sroufe on a crop of grain grown in 1912, and bot after harvest by the defendant, and paid for in part.

Defendant alleged plaintiff had given Sroufe permission to sell the grain and had told defendant's manager that it might buy the grain, but the court held this was not sustained by the preponderance of evidence.

Defendant also showed that under the decision in the case of Silsby v. Aldridge a chattel mortgage creates no more than a lien and that proof of a mortgage does not sustain an allegation of ownership. Plaintiff got around this objection by not bringing suit on allegation of ownership, but on a claim for damages for "destruction of lien."

Judge Chadwick said "One who has put the mortgaged property beyond the reach of the mortgagee cannot complain that the mortgagee does not proceed against the property, or sue in trover. By his voluntary act he has substituted his implied promise to pay such damages as the mortgagee may sustain, and is in no position to determine for the mortgagee his choice of remedies.

The right to maintain an action for damages for the destruction of a lien has never been questioned in this court. The following cases recognize and support the governing principle: Brotton v. Langert, 1 Wash. 227, 23 Pac. 803; Brown v. Union Savings & Loan Ass'n, 28 Wash. 657, 69 Pac. 383."—156 Pac. Rep. 404.

THE ALBERTA GRAIN buyers are complaining that wheat is coming to them heavily mixed with barley, because many farmers persist in following barley with wheat and the seed is thus becoming hopelessly mixed.

## Johnson & Sons Plant at Pinola, Ind.

C. H. Johnson and his two sons, Walter H. and Guy R., moved to Pinola, Ind., when Pinola was a cross-roads, four miles west of LaPorte, and that was all, and may be it would still be all, but for the Johnsons.

About twelve years ago C. H. saw an opportunity of helping the farmers, and also earning a little profit, by building a grain elevator. He built a house on a side track of the New York Central. This was a success and brot about a change in the appearance of the cross roads. Other people showed a little "pep", new enterprises sprung up, then a fire took the Johnson & Sons' elevator. Mr. Johnson built another, better than the other. New York Central started coaling there and things picked up in general.

Mr. Johnson then erected a flour mill, running the wheat from his elevator to his mill by means of a steel pipe from the cupola. The new building is substantial and well equipped, 24x40 ft., three stories, using a 15 H. P. oil engine and a Midget Marvel Flour Mill to make flour; the whole mill outlay did not set him back over \$6,000, but his profit side looked a whole lot better than \$6,000.

Johnson & Sons control the grain trade of the section, on account of their popularity and ability, and control the flour trade on account of the most excellent grade of flour.

## Seeds

Packard, Ia., May 4.—Have plenty of home seed corn.—Agt. J. E. Miller.

CAMARGO, OKLA., May 1.—We will have usual acreage of kafir.—Walter Hunsaker.

UPLAND, IND., Apr. 29.—Not much clover is sown in this section.—W. W. Pearson.

F. J. WOOD & SONS of London, O., have commenced the building of a brick seed house.

ALMA CENTER, WIS., May 3.—Clover in this territory is all killed by ice.—N. M. Briggs, Alma Center Co-Operative Produce Co.

BREMEN, IND., Apr. 22.—We are erecting a 26x80 iron-clad addition to our elevator for the better handling of seeds.—Kraus & Apfelbaum.

MANDEVILLE & KING Co. of Rochester, N. Y., are planning to erect a new seed warehouse which will contain 20,000 square feet of floor space.

THE AGRICULTURAL appropriation bill provides for an allowance this year of \$250,000 for free seeds. An attempt in the House to kill the item failed.

CHARLESTON, Mo., Apr. 30.—We raise only sunflower seed here. The average on this will be practically the same as last year, about 1,200 acres.—Brown-DeField Grain Co.

THE OUTPUT of clover seed from the Twin Falls district of Idaho for the 1915 crop amounted to more than \$2,000,000 in value. It is expected that the 1916 crop will increase this by another \$1,000,000.

COLUMBUS, O., May 1.—In some sections of Ohio clover and alfalfa are reported as badly frozen out. The average of clover sown compared with last year is 91%.—G. A. Stauffer, Sec'y Board of Agriculture of Ohio.

JACKSON, MICH., Mar. 30.—We are selling mostly 1914 seed corn; very little 1915. The outlook for April is promising. All seeds are in good demand, especially clover, because of the small crop harvested last season.—S. M. Isbell & Co.

CLOVER seed is taking its annual vacation. May and June are generally tame. Market should wake up in July after the seed crop has started. October seed is most active. Crop reports from Ohio and Indiana mostly bullish. Michigan more favorable. Idaho has good prospect. Other far western producers only fair.—C. A. King & Co.

ED. REECE, senior member of McKay, Reece & Co. of Nashville, Tenn., who 21 years ago organized the firm, died in Nashville on April 1, at the age of 73. His death was probably hastened by the disastrous fire, which swept Nashville on Mar. 22 and destroyed his home. Mr. Reece was still active and capable as a business man at the time of his death, and was a director of the Broadway Nat'l Bank of Nashville. He is survived by his wife and two daughters and one sister.

THE LEGAL ACTION against William Ross, started a short time ago in the Circuit Court at Louisville, Ky., by Alfred S. Chescheir and Charles D. Ross, partners of the Ross Seed Co., from which William Ross recently retired, has been dismissed, an agreement having been reached stipulating that William Ross will not



attempt to deal with any wholesale, retail or jobbing business or customers of the Ross Seed Co. either as principal, agent or in any capacity and not in the future to use the name of Ross in connection with the seed business.

### From the Seed Trade.

LONDON, E., Apr. 17.—The demand for agricultural seeds is brisk. Merchants are strongly advised to anticipate their requirements as far as possible to save disappointment, owing to unavoidable delays in transit. Red clover marked firm for best grades, steady for medium grades, low grades neglected. White clover, alsyke, trefoil, lucerne and kidney vetch unchanged. Sainfoin dearer for spot seed. Mustard scarce and dearer. Rape seed firm, new Dutch seed just arrived shows magnificent quality. Tares quiet. Cocksfoot and timothy both scarce on spot and inclined dearer. Italian and perennial ryegrass firm for spot seed. Natural grasses firm.—C. W. Le May & Co.

### Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during February, 1916, compared with February, 1915, and for the 8 months ended Mar. 1, 1916, compared with the corresponding period ended Mar. 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.		8 mos. ended Mar. 1, 1915.	Mar. 1, 1916.
	February, 1915.	February, 1916.		
Castor beans, bus.	160,953	124,307	582,586	413,852
Flaxseed, bus.	764,454	1,008,800	6,105,792	10,573,951
Red clover, lbs.	1,631,603	6,602,880	4,571,503	19,909,819
Other clover, lbs.	804,966	1,571,575	11,591,430	6,844,227
EXPORTS.				
Clover, lbs.	1,711,474	881,669	8,027,611	5,476,918
Timothy, lbs.	2,931,956	2,051,299	13,557,429	10,995,846
Other grasses, lbs.	741,397	369,354	3,565,137	2,555,704
EXPORTS OF FOREIGN SEEDS.				
Clover, lbs.	.....	59,522	420	74,270
Other grasses, lbs.	.....	1,809	305	4,883

### Clover Seed Movement in April.

Receipts and shipments of clover seed at the various markets during April, 1916, compared with April, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	974,900	438,000	1,481,000	792,000
Milwaukee, lbs.	209,148	79,303	550,750	80,042
Toledo, bags	2,235	5,270	23,820	13,590
Cincinnati, sacks	2,951	22,498	3,943	28,279
New York, bags	.....	.....	300	.....

### Timothy Seed Movement in April.

Receipts and shipments of timothy seed at the various markets during April, 1916, compared with April, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,019,000	1,165,000	2,715,000	2,623,000
Milwaukee, lbs.	171,050	312,998	182,350	561,675
New York, bags	1,616	.....	.....	.....
Toledo, bags	324	4,202	9,137	10,349
Cincinnati, sacks	101	8,755	2,022	10,450

### Flaxseed Movement in April.

Receipts and shipments of flaxseed at the various markets during April, 1916, compared with April, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	485,880	142,200	12,120	60,760
Winnipeg	431,250	395,650	.....	.....
New York	.....	.....	.....	.....
Duluth	59,193	239,473	13,652	13,116
Chicago	38,000	.....	1,000	.....
Milwaukee	14,300	29,040	76,558	.....
Kansas City	.....	4,000	.....	1,000

### Crop Improvement.

STATE AGRICULTURAL COMMISSIONERS met at Washington recently to organize a National Chamber of Agriculture in the interest of scientific marketing of products and to urge the passage of a bill to provide for its federal incorporation.

THE BLOOMINGTON CORN SHOW, which will take place in Bloomington, Ill., next autumn is an event of great importance to business men, dealers and corn growers thruout the state. Vast preparations are being arranged to make this show an improvement over any held hitherto in the state, and especially to make it of real instructive value to the farmers and dealers who attend. Already much interest is being manifested in the project, as the value of the corn crop of the state of Illinois is recognized by every one. Notable among the contributions towards the show is a donation of \$100 from the Chicago Board of Trade. Bartlett, Frazier & Co. have offered a cash donation of \$50 to be added to the general expense fund of the corn show.

THE WORK of the National Department of Agriculture in weeding out bad farmers was explained before a meeting of the Chicago Advertising Ass'n, by Carl Vrooman, Ass't Sec'y of the department. He said that the slickers who have been soaking their oats and then advertising a bona fide bushel of oats to their city customers have been eliminated already. The idea of the department now is that the government should have an agent in every county of the country to get the farmer into direct touch with the scientific methods that the experts are working out. It will not be long now before the department will have an appropriation of \$4,000,000 to spend, and then there will be enuf to put the system into working order.

A COMPLAINT of feed manufacturers, jobbers and dealers against the practice indulged in by both federal and state farm bureau managers and directors in promoting and fostering co-operative buying organizations among farmers was recently presented to the federal department of agriculture by Sec'y H. M. King of the New York State Retail Feed Dealers Ass'n. In a reply from the federal department, Sec'y D. F. Houston himself stated that "the department considers it a legitimate function of the county agents to aid the farmers in organizing ass'ns for the co-operative purchase of farm commodities. The agent is expected to assist in an advisory way such ass'ns in purchasing their farm supplies upon the best possible terms." This attitude is not satisfactory to the dealers, as such a policy, if carried out, will work hardships on the country retail dealers everywhere.

THE NORTHWESTERN good roads congress will meet in St. Paul Sept. 6 to 8, state fair week. Exhibits will be placed in Machinery hall at the fair grounds and evening discussions will take place in the St. Paul auditorium. Several thousand good roads enthusiasts are expected to attend.

IN WESTERN CANADA there was distributed last year the sum of \$13,000,000 in seed grain and relief by the Dominion government. Less than \$1,000,000 of this amount has been collected, despite the fact that last year's crop was the largest and most valuable to the farmers in Canada's history. No adequate machinery seems to have been provided by the government to collect the indebtedness.

### Oklahoma Grain Dealers Meeting.

Following is the program of the 19th annual meeting of the Oklahoma Grain Dealers and Millers Ass'ns to be held in Oklahoma City, Okla., May 23 and 24.

Meeting will be presided over by D. J. Donahoe, Pres., Ponca City, Okla.

Address of Welcome by Hon. Ed. Overholser, Mayor of Oklahoma City.

Response of U. F. Clemons, Chairman of the Arbitration Com'te of the Oklahoma Grain Dealers Ass'n, Marshall, Okla.

"Wars and the Grain Trade," by Hon. P. S. Goodman, Chicago, Ill.

"Oklahoma and Its Crop Prospects," by Hon. John Fields of Oklahoma Farm Journal.

"Merchandising or Speculation—Which?" by Hon. V. E. Butler, Indianapolis, Ind.

"Safety First as It Applies to Oklahoma Elevators and Mills," by Hon. W. G. Ashton, State Labor Commissioner.

"Oklahoma Plan of Inspecting and Testing of Scales," by O. Maxey, Supervisor of Weights, C. R. I. & P. Ry., Chicago, Ill.

### Forms a New Commission Firm.

Milwaukee has a new grain commission firm, formed by men who have had long experience in the grain business, and who will devote their entire time to handling the shipments of country elevator men on commission.

The new firm is formed of John C. Hensey, who has had about 30 years' experience in the business, and O. C. Owen, who until recently has been doing business under the style of O. C. Owen & Co. Mr. Hensey started as an apprentice in a flour mill when a boy, and for several years had charge of terminal elevators at Milwaukee, Minneapolis and Ludington, Mich. During recent years he has been traveling in Wisconsin, Minnesota, South Dakota and Iowa, as a representative at different times of the Milwaukee Elvtr. Co., T. M. McCord & Co., and C. F. Glavin. For the last two years he has been traveling Iowa for E. P. Bacon Co., making his headquarters at Cedar Rapids.



John C. Hensey, Milwaukee.



## Feedstuffs

THE ANNUAL CONVENTION of the American Feed Manufacturers Ass'n will be held at Peoria, Ill., June 1, 2 and 3.

THE OFFICES of Chapin & Co. were moved on April 22 to the Webster Bldg., Chicago. The shipping department will still continue at the plant.

A DESIGN representing a section of chicken wire fencing has been registered by the Alfocorn Milling Co., E. St. Louis, Ill., as a trade mark for its poultry feed.

PEORIA, ILL.—The distilleries are grinding 50,000 to 60,000 bus. of corn each day, 25 per cent of which is kafir and milo. So long as kafir keeps down to a reasonable price, the distillers may be expected to use it in increasing quantities. The distillers get more alcohol, but less feed from kafir.

THE NELSON GRAIN CO. of Kansas City recently intervened in a libel case filed in the federal court, made a bond, and were given possession of 300 sacks of oats. The grain was seized by the federal authorities at Sapulpa two weeks ago. There was a mixture of grain in the sacks, which were labeled oats, and the property was seized on the ground that the grain was mislabeled.

A NEW TARIFF on cottonseed and its products has been issued by the Railroad Commission of Texas, effective May 10, in which all provisions for Galveston differentials, as well as Port Arthur and Sabine Pass differentials have been eliminated. Rates on seed, cake and meal are not changed, except for slight increases in maximums to Galveston. Cotton seed minimum has been increased from 20,000 and 25,000 lbs. to 30,000 lbs., and on cake, meal and hulls from 20,000 to 24,000 lbs.

A NEW METHOD of making alfalfa meal has been perfected by Ross S. Thornton of Cozad, Neb., which differs from the old way in that the alfalfa is ground up while in a green state, and is artificially cured by heat, when it is ready for market. Grinding the alfalfa before waiting for it to cure is said to be a much superior method, as all the leaves and small stems, the finest part of the plant, are saved, and, moreover, the farmer can load his alfalfa right from the windrow and deliver it at the mill.

OMAHA, NEB.—The M. C. Peters Mill Co. has moved its office from the Brandeis Bldg. to the plant, where a large 2-story office building has just been completed. The whole building is finished in oak and well lighted. Private offices are provided for M. C. Peters, the mechanical, publicity, traffic, sales, operating and purchasing dep'ts. As the plant is some distance from the city proper a large kitchen and dining room for the accommodation of the office employes is included, while another section is devoted to an elaborate shower bath room.

PRODUCTS found to be misbranded by the following concerns, were ordered released on bond by district court decisions some time ago: republic sugar feed, manufactured by the Republic Milling Co., E. St. Louis, analysis claiming 16.5% protein, 3% fat, 56% carbohydrate, 12% fibre, found to contain less fat and protein and more fibre than stated on label; 300 bags of cotton seed meal, manufactured by the Merchants & Planters Oil Co., Houston, Tex., analysis claiming

each bag to contain 100 lbs. net weight, whereas in fact they contained less; and 400 sacks of "bran," manufactured by the Morris City Mills, Morris, Ill., labeled "Crude Protein 15.7%; Crude Fat, 4.4%," found to contain a material percentage of screenings and other foreign materials not declared upon the label.

THE FEEDING VALUE of maize and kafir, crops of which are assuming great proportions in the southwest, as attested by the fact that Kansas City has started to trade in kafir futures, is not generally known to most feeders. A leaflet given out by the Plains Grain Co., Amarillo, Tex., showing comparative feeding values of corn chops and maize and kafir chops, as reported by the Texas Agricultural Experiment Station, indicate practically no difference in the feeding values of these feeds, the maize and kafir carrying slightly more protein and nitrogen free extract and slightly less fat than corn. As maize and kafir chops will likely sell at a discount under corn chops, they believe feeders will find it more economical to feed maize and kafir in the shape of chops, as even in connection with silage, alfalfa hay, or green feed of any kind, it has been shown to have the same feeding value as corn chops.

### Exports of Feeding Stuffs.

Exports of feeding stuffs during February, 1916, compared with February, 1915, and during the 8 months ended Mar. 1, 1916, compared with the corresponding period ended Mar. 1, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	February, 1915.	February, 1916.	8 mos. ended Mar. 1, 1915.	8 mos. ended Mar. 1, 1916.
Bran and middlings	1,114	505	6,877	12,061
Dr. grns. and mil. sprts.	37	147	6,389	1,065
Mill feed	341	3,870	21,482	17,696
OIL CAKE AND OIL CAKE MEAL (LBS.)				
Corn	619,296	5,269,120	24,632,194	13,332,962
Cottonseed	232,039,089	73,061,664	1,068,041,867	859,916,749
Linseed	53,194,283	64,673,264	322,988,091	466,722,153
All others	2,370,160	3,103,925	5,921,144	22,176,528

### Feedstuffs Movement in April.

Receipts and shipments of feeding stuffs at the various markets during April, 1916, compared with April, 1915, were as follows:

	Receipts, 1916.	Receipts, 1915.	Shipments, 1916.	Shipments, 1915.
Chicago, lbs.	44,130,000	35,135,000	69,188,000	72,494,000
New York, lbs.	1,798,000	.....	262,240	.....
St. Louis, sacks	110,830	90,140	98,920	85,290
Milwaukee, tons	10,730	15,305	21,319	24,871
Kansas City, tons	2,000	760	13,620	16,780
San Francisco, tons	1,335	999	.....	.....

SURPLUS producing nations have all shown a decided let up in probable yields. Australia joined the ranks this week when continued drouth made a reduction of 20 per cent in her acreage a certainty. The bearish factors are the large amount of wheat in the world's visible, the restrictions of shipping wheat abroad, and the concentration of foreign buying in one lone channel. We certainly expect to see much higher wheat prices before another crop is safely garnered. We advise our clients to take advantage of the severe declines in price that come every once in a while and to purchase either the July or September wheat.—W. H. Perrine & Co.

### New Nebraska Elevator.

The ironclad elevator of the Dobbs' Grain Co., at Beatrice, Neb., shown in the accompanying illustration, has just been completed, after only 23½ days spent in construction. Jno. A. Dobbs, owner and manager, was on the ground every minute of the time, and conse-



New Elevator of Dobbs Grain Co., Beatrice, Neb.

quently knows his plant intimately from the large, well-lighted concrete basement to the uppermost part of the cupola.

The elevator has 18,000 bus. storage capacity and is divided into nine bins, in rows of three each. It is electrically operated and lighted thruout. Two 10-h.p. W. E. motors supply power, one in the cupola direct connected to the head pulley and the other running a Bowsher Feed Mill. The elevating capacity of the leg is 2,000 bus. per hour, and any spillover which might occur is thrown down the back leg. Thus far, however, Mr. Dobbs has been unable to find any use for the strut board as all of the grain enters the distributing spout as it leaves the buckets.

Other equipment in this modern plant is a Richardson Automatic Scale of 1,500 bus. capacity, a manlift, a Fairbanks' Wagon Scale, and a Burrell Special Dump. The plant was designed and built by the Burrell Eng. & Const. Co., at a cost of \$5,000.

THE SPANISH Department of Agriculture estimate that from the 10,125,042 acres planted to wheat in the country, the coming crop will amount to 4,063,204 metric tons (metric ton is 2,204.6 lbs.). Last year 10,034,333 acres yielded 3,791,103 metric tons. Officials express the view that this indicated increase will do away with the necessity of importing wheat and will lower prices.

THE MILLERS EXCHANGE to insure sales made by the mill members, and undertake the enforcement of contracts which are not properly taken care of by buyers, was formally organized at Kansas City on April 12. Charles F. Rock of Chicago will have charge of the management with headquarters in Chicago. Branches will be established in Kansas City and Wichita.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. & A. Sup. No. 1 to 28-C** gives elevation and transfer charges on grain, applying at stations on or via the Chicago & Alton Ry., effective June 1.

**C. G. W. Sup. No. 23 to 15390** gives local and joint freight rates applying on commodities between Chicago and St. Louis and Dubuque, Ia., effective June 1.

**Mich. Cent. in Sup. 18 to 9073-B** quotes rates on grain from its stations and connections; to C. F. A. and Ontario points, effective state Apr. 15, interstate May 10.

**C. G. W. Sup. No. 12 to 68-C** gives joint proportional freight rates on grain, grain products, flax and millet seed, carloads between stations on the C. G. W. Ry., effective June 1.

**C. B. & Q. Grain and Seed Circular** gives regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., taking effect June 1.

**C. B. & Q. Sup. No. 19 to 1362-I** gives local, joint and proportional freight rates on grain, grain products and seeds, carloads, between stations on the C. B. & Q. Ry., effective May 20.

**C. G. W. Sup. No. 30 to 28-B** gives rules and regulations governing milling in transit of grain and seeds, carloads, at points on the C. G. W., M. & O. and W. C. F. & N. Rys., effective June 1.

**Ill. Cent. quotes** an export rate of 15.2c on barley, corn, oats, rye and screenings therefrom, from Pekin and Peoria, Ill., to New Orleans, La. (when for export to Europe), effective May 15.

**C. R. I. & P. Sup. No. 26 to 29,329-A** gives local, joint and proportional rates on grain, grain products and seeds, carloads, between stations on the C. R. I. & P. and C. B. & Q. Rys., effective June 1.

**C. G. W. Sup. No. 3 to 29-A** quotes joint and proportional freight rates on corn, oats, rye and barley in carloads from stations in Ia., Minn., and Mo., on C. G. W. Ry. to Texarkana, Ark.-Tex., effective June 1.

**C. B. & Q. No. 3992-I** names class and commodity rates between Chicago and stations on C., M. & G. Ry.; also commodity rates from Hawthorne, Ill., and Gibson, Ind., to stations on C. M. & G. Ry., effective June 1.

**C. G. W. Sup. No. 2 to 117-A** gives joint freight rates on flour, carloads, from Minneapolis, Minn. Transfer, St. Paul, So. St. Paul and Winona, Minn., to stations in Ark. and Mo. on the St. L. S. W. Ry., effective June 1.

**C. G. W. Sup. No. 22 to 14595** gives joint freight rates applying on commodities between Chicago and stations on the C. G. W. and Hanover Rys. in Illinois and stations on the Wabash Ry. in Ia. and Mo., effective June 1.

**Mo. Pac. in Sup. 24 to 1980-D** quotes rates on grain, grain products, seeds and seed products from stations in Colo., Mo., Kan., Neb. and Okla.; to southwestern points and stations in Ill., La. and Miss., effective May 12.

**C. G. W. Sup. No. 12 to 15170** gives joint and proportional freight rates on barley, corn, flaxseed, flour millet seed, oats, rye and wheat in carloads between stations in Illinois and stations on C. G. W. and connections, effective June 1.

**K. C. Sou. in Sup. 16 to 5-B** quotes rates on grain, grain products and seeds between Chicago, Peoria, East St. Louis, Ill., St. Louis, Carondelet, Mo., Minneapolis, St. Paul, Minn., and stations taking same rates; and its stations in Mo., Ark. and Okla., and stations on connecting lines, effective May 9.

**C. B. & Q. Sup. No. 27 to 3457-F** and Circular 112-G gives miscellaneous general rules affecting freight traffic on C. B. & Q., I. & St. L., Q. O. & K. C., R. P., L. & N. and T. & N. Rys., effective May 25.

**St. L. & S. F. in Sup. 49 to 1559** quotes rates on grain, grain products and seeds between stations in Ark., Kan., Ia., Mo., Neb., Okla. and Thebes, Ill., and Memphis, Tenn.; and stations in Ala., Ill., La., Mo. and Tenn., effective May 15.

**A. T. & S. Fe Sup. No. 45 to 5588-J** gives local, joint and proportional rates applying on grain and grain products, carloads; also a basis for making thru rates, and distance rates between stations on the Santa Fe system, effective Apr. 29.

**C. G. W. Sup. No. 48 to 14854** gives local, joint and proportional freight rates applying on grain products, carloads, from Minneapolis, Minnesota Transfer, St. Paul and So. St. Paul, Minn., to stations on the C. G. W. Ry., effective June 1.

**C. G. W. Sup. No. 2 to 84-D** gives joint proportional freight rates on grain and flaxseed, carloads, from Minneapolis, Minn. Transfer, St. Paul, So. St. Paul and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., O., and Pa., effective June 1.

**C. G. W. Sup. No. 21 to 15159** gives local, joint and proportional freight rates on grain products and seeds, carloads, and articles taking same rates, from stations on C. G. W. Ry. and connections to E. Dubuque and Keithsburg, Ill., effective June 1.

**C. G. W. Sup. No. 23 to 33-B** gives joint and proportional freight rates applying on grain, grain products and flaxseed, carloads northwestern points to Memphis, Tenn., and New Orleans, La., and other Mississippi Valley points, effective June 1.

**C. G. W. Sup. No. 38 to 14903** gives local, joint and proportional freight rates on grain and flour, carloads, between Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., and stations on C. G. W. and connections, effective June 1.

**C. G. W. No. 50-D** is a local and joint freight tariff showing reconsigning, concentration, storage, fabrication and feeding in transit, weighing, and other miscellaneous rules and charges; also rentals for use of private equipment, effective June 5.

**C. B. & Q. Sup. No. 69 to 3200-B** and 1240-A gives local, joint and proportional freight rates on grain, grain products, etc., between Mo. River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., and La Crosse, Wis., effective May 15.

**C. G. W. Sup. No. 21 to 15084** gives joint and proportional freight rates on classes and commodities between Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., and stations taking same rates and stations on the C. G. W. Ry., effective June 1.

**C. G. W. Sup. No. 23 to 97-B** gives local, joint and proportional freight rates applying on grain, grain products and seeds, carloads, between Minneapolis, St. Paul, Minn. Transfer and St. Paul and stations on C. G. W. Ry. and connecting lines, effective June 1.

**Nor. Pac. quotes** a rate of 7.5c on grain and grain products between Benson and Grantsburg, Wis.; and Minneapolis, Minnesota Transfer, St. Paul, Stillwater, South Stillwater and Oak Park, Minn., and 10c between Brule, Iron River, Ashland and Washburn, Wis.; and same points, effective May 15.

**R. H. Smith, Chief of Tariff Bureau, Penna. System** has issued List 24 of freight tariff publications issued by the "Fort Wayne Route," Pennsylvania Company, and "Pan-Handle Route," The Pittsburgh, Cincinnati, Chicago & St. Louis Ry. Co., canceling issues not shown thereon, list 24 issued Mar. 1.

**C. G. W. Sup. No. 36 to 14889** gives joint and proportional freight rates on cottonseed cake, hulls and meal; also grain and seeds in carloads between stations on C. G. W., C. N., and W. C. F. & N. Rys. and St. Louis, Mo., and E. St. Louis, Ill.; also

Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective June 1.

**P. C. C. & St. L. Sup. 1 to I. C. C. P-712** gives rules and regulations governing car demurrage charges applying at stations and sidings on P. C. C. & St. L. Ry., Penna. Co., Penna. Terminal Ry., C. L. & N. Ry., Manufacturers Ry. and Wheeling Terminal Ry., effective June 15.

**C. G. W. Sup. No. 18 to 22-A** in connection with other roads, gives joint and proportional freight rates applying on grain, grain products, flax and millet seed in carloads, between stations on the C. G. W. Ry. in Ia., Kan., Minn., Mo. and Neb. and Milwaukee, Wis., effective June 1.

**C. G. W. Sup. No. 43 to 36-A** gives local, joint and proportional freight rates applying on grain, grain products, flaxseed and millet seed, carloads, between Chicago and station in Ill. and Ind., and stations on C. G. W. and connections in Ill., Ia., Kan., Minn., Mo. and Neb., effective June 1.

**C. G. W. Sup. No. 7 to 90-B** in connection with participating carriers, gives joint freight rates on grain products in carloads from St. Paul, Minneapolis, Minn. Transfer and other stations to stations on the C. A. & S., M. & St. L. Rys. and Muscatine North & South Ry. in Ia., effective June 1.

**C. P. & St. L. quotes** a proportional export rate of 15.2c on wheat, corn, oats, rye, barley and grain screenings from Pekin and Peoria, Ill., and stations taking same rates; to Mobile, Ala., New Orleans, and Pt. Chalmette, La. (for export to Europe, Asia and Africa), effective May 15.

**C. R. I. & P. Sup. No. 34 to 13,207-F** gives joint proportional rates on grain, grain products and seeds, carloads, from Albright, Neb., Armourdale (Kansas City, Kas.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, So. Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines effective June 1.

**C. R. I. & P. Sup. No. 26 to 19,687-G** gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and So. Dak. on the C. R. I. & P., K. & D. M. and M. & I. C. Rys. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective June 1.

**C. G. W. Sup. No. 41 to 14481** gives local and joint proportional freight rates on grain, grain products and seeds in carloads from Kansas City, Kan., Kansas City, Mo., St. Joseph Mo., Leavenworth, Kan., Atchison, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to stations on C. G. W. Ry. and connections; also to E. Dubuque, Ill., when destined east of Illinois-Indiana state line, effective June 1.

**C. B. & Q. Sup. No. 35 to 4000-B** and 1244-A in connection with participating carriers gives local, joint and proportional freight rates on grain, grain products and seeds, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn.; and stations in Ia. and Mo. (except Mo. River crossings); also from stations in Ia. and Mo. (except Mo. River crossings), to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., taking effect May 20.

**A. T. & S. Fe Sup. No. 44 to 5588-J** gives local, joint and proportional rates applying on grain and grain products, carloads, between points in Kan., Colo., Mo. and Okla.; also Superior, Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi river points; also basis for making thru rates to or from Omaha, So. Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., and distance rates between stations in Kan., Okla., Superior, Neb., and Joplin, Mo., effective June 1.

**C. R. I. & P. Sup. No. 100 to 10,389-C** gives local, joint and proportional rates on grain, grain products, flax and millet seed, cotton seed meal, cotton seed cake and cotton seed hulls, carloads between St. Louis, Mo., E. St. Louis, Alton, Quincy, Ill., and Hannibal, Mo., and stations on connecting carriers; also on grain and grain products, carloads, from stations in Ia., Minn., and



So. Dak., on the C. R. I. & P., K. & D. M. and M. & I. C. Rys. to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective June 1.

M. K. & T. quotes an export rate of 25.2c on wheat and 22.7c on corn from Butler, Clinton, Ralph, Stafford, McClure, Herring, Strong City, Devol, Granfield, Loveland, Hollister, Frederick, Burt Spur, Tipton, Altus, Humphreys, Victory, Dike, Gould, McQueen, Hollis, Martha, Hester, Brinkman, Mangum, Willow, Moravia, Carter, Elk City, Carpenter, Hammond and Hammond Jct., Okla.; to Galveston and Texas City, Tex.; and 26.2c on wheat and 23.2c on corn from Moorewood, Trail, Leedy, Camargo, Forgan, Vici, Love, Sharon, Woodward, Supply, Dunlap, Laverne, May, Gate, Knowles, Rosston and Mocane, Okla.; to same points, effective May 20.

Santa Fe quotes an export rate of 25.2c on wheat and 22.7c on corn from Ada, Center, Ituna, Hillsdale and Nash, Okla.; to Galveston, Texas City and Ft. Bolivar, Tex.; 25.2c on wheat and 20.7c on corn from Lehigh and Boonville, Okla.; 25.2c on wheat and 22.2c on corn from Nixon, Tule, Stonewall, Frisco and Truax, Okla.; 28.7c on wheat and 25.7c on corn from Quincy, Rodkey, Lowe, Peterson and Wolf, Kan.; to same points; also an export rate of 30.2c on wheat from Independence, Le Hunt, Crane, Elk City, Elk Falls, Oak Valley, Longton, Moline, Grenola, Grand Summit, Cambridge, Burden, Winfield, Winfield Jct., New Salem, Havana, Bolton, Caney, Wayside, Kan.; Dewey, Copan, Bartlesville, Keba, Vera, Ramona, Matoaka, Ochelata, Collinsville, Owasso, Mohawk, Tulsa, Brame, Williston, Sumpter, Blackwell, Tyner, Tonkawa, Kaw, Burbank, Chiloca, Uncas, Fairfax, Remington, Cody, Ralston, Ponca City, White Eagle, Guthrie, South Guthrie, Moore, Norman and Purcell, Okla.; to New Orleans, Ft. Chalmette and Westwego, La.; 31.2c from Kiowa, Kan., Alva, Brink, Loder, Capron, Avar, Eagle, Noel, Belva, Quinlan, Curtis, Waynoka, Heman, Olston, Mooreland, Woodward, Gerlach and Tangier, Okla., effective May 15.

## Silent Chain Drive.

Coincident with the improvement being made in grain handling and cleaning machinery the manufacturers of minor accessories such as roller and ball bearings and transmission machinery are putting out new devices that are surprisingly efficient.

One of the demands made by the introduction of electric power into grain elevators is for a silent chain drive doing away with the loss of power by belt slippage and enabling the designer of a plant to set the motor and the machine to be driven at short centers.

The chain is a positive drive of high efficiency, as flexible as belting, not affected by greases, heat or moisture, and makes a great saving of floor space, these working economies making it worth while to install the chain drive which may seem more expensive.

Silent chain should be run slack which eliminates all stresses causing heating of journals, and thus reduces the wear to a minimum, whereas, in belting it has to be kept tight in order that it may do its work at all satisfactory.

When considering a choice of power transmitting equipment for the grain elevator the designer or builder should not fail to note the advantages of the American High Speed Chain, as manufactured by the American High Speed Chain Co.

THE PRICE of paper is advancing so rapidly some newspapers have already discontinued publication and many others must do so. Rag buyers are paying as high as 1¼ cts. a pound for old book paper.

## Supply Trade

INDIANAPOLIS, IND.—The Wells Bros. Co. has moved its offices to this city from Kansas City.

A PRODUCT that is not advertised is like a Missouri mule—without pride of ancestry or hope of posterity.—*Montreal Star*.

KANSAS CITY, MO.—I am now southwestern representative of the Barnard & Leas Mfg. Co. with headquarters in this city.—Jas. L. Tipton.

KANSAS CITY, MO.—The Witte Engine Works announces a reduction in the price of its line of engines, despite the increase in cost of all materials necessary in the manufacture.

OMAHA, NEBR.—G. R. McBride is now sole owner and manager of the American Supply & Mch. Co., and makes the announcement that his new catalog will soon be ready for distribution.

THE following Kansas elevators have installed the Boss Air Blast Car Loader: Mitchell County Farmers Union Co-op. Ass'n, Beloit; Western Elvtr. Co., Holton; Farmers Elvtr. Ass'n, Moundridge.

CLARKSVILLE, TENN.—The E. L. Hinson Co. recently incorporated to manufacture mill machinery. The authorized stock is \$13,500. The incorporators are E. L. Hinson, J. P. Duolop, J. Ward, L. C. Westenberger and W. M. Perkins.

DETROIT, MICH.—The Detroit Graphite Co. has begun a vigorous campaign to the grain elevator trade on its waterproofing paint. Elevator men who would prevent losses from damp grain, due to seepage of water into pits, should learn of the advantages claimed for this paint.

"ADVERTISING—Selling the Consumer," an interesting and helpful book on the promotion of business through advertising, written by John Lee Mahin, will soon go to the printers. This book will be distributed by the Sec'y of the Associated Advertising Clubs of the World, Indianapolis, Ind.

ONE of the late installations of Invincible Cleaning machines, covering six of the very latest model, has just been made in the plant of the Harter Milling Co., Fostoria, O. A notable installation of cleaning machines in the Southland is that being made by the Rocky Creek Milling Co., Great Falls, S. C. It consists of a line of Invincible Separating machines. The Urdike Milling Co. of Omaha, Nebr., is installing an Invincible brush machine.

LEADING grain men are already preparing to handle the 1916 grain crop, as is evidenced by the following list of 1916 purchasers of Richardson Wheat and Oat separators: Atlantic Elevator Co., Minneapolis, Minn.; Superior Terminal Elev. Co., Superior, Wis.; Hurdfield Mlg. Co., Hurdfield, N. D.; Phoenix Mlg. Co., Herman, Minn.; Ellendale Mlg. Co., Ellendale, N. D.; Arcadia Farms Mlg. Co., Roundout, Ill.; Capitol Elevator Co., Duluth, Minn.; Gould Grain Co., Minneapolis, Minn.; Claude D. Stephens, Chicago, Ill.; Lindstrom Mill Co., Lindstrom, Minn.; Crowther Bros. Mill Co., Malad City, Ida.; Aurora City Mills, Aurora, Ill.; E. H. Wray, Souris, N. D.; Eckelson Farmers Elev., Eckelson, N. D.; Osborne-McMillan Elev. Co., Minneapolis, Minn.; Bremen Equity Elev. Co., Bremen, N. D.; Cando Mill & Elev. Co.,

Cando, N. D.; Bay State Mlg. Co., Winoona, Minn.; Capitol City Mlg. & Grain Co., St. Paul, Minn.; Gwinn Mlg. Co., Columbus, Ohio; Sioux Line Elevators, Minneapolis, Minn.; Ogilvie F. M. Co., Winnipeg, Canada; Gwinn Bros. & Co., Huntington, W. Va.; Kellogg Toasted Corn Flake Co., Battle Creek, Mich.; Pillsbury Flour Mill Co., Minneapolis, Minn.; Farmers Union Roller Mills, Smithfield, Utah; Osceola Mill & Elev. Co., Osceola, Wis.; Amenias & Sharon Land Co., Rippon, N. D.; Crosby Mlg. Co., Crosby, N. D.; Western Canada F. M. Co., Calgary, Alberta; Mutual Elev. Co., Ft. William, Ontario; Nye-Jenks & Co., Minneapolis, Minn.; Farmers Elev. Co., Sherwood, N. D.; Russell-Miller Mlg. Co., Grand Forks, N. D.; Garland Mlg. Co., Garland, Utah.

## Water Tight Concrete.

Before the Western Society of Engineers Morton O. Withey gave a number of interesting conclusions based on tests made at the University of Wisconsin on the impermeability of concrete.

As to the most suitable mixture, a 1:1½:3 by volume was shown to be very impervious, although in nearly all cases the mixtures of 1:7, or richer, showed a rate of flow for a 50-hour period under a head of 40 lb. per sq. in. less than 0.0001 gal. per sq. ft. per hr., which is negligible for ordinary structures.

The tests also showed that the permeability of such concrete can be decreased by grading the sand and gravel to reduce the voids, by increasing the fineness of the cement for 1:9 mixtures, by mixing the concrete longer than is customary, with a short period of dry mixing of the aggregate before the water is added, and by exercising more care in the curing of the concrete.

When a graded mixture approaches the theoretical curve of minimum voids, the concrete is practically watertight under pressures up to 40 lb. per sq. in. The best results with 1:9 mixtures were secured when the mixer with a rate of 30 r. p. m. was run at least 1½ to 2 min. For richer mixtures 1 min. seemed to be long enough.

It has been demonstrated repeatedly that water tight concrete can be made, a notable example being the concrete water tank on the Baltimore & Ohio, in the construction of which a 1:1½:3½ mixture was used, slaked lime was added in mixing, and the entire inner and outer surface was coated twice with a cement coating.

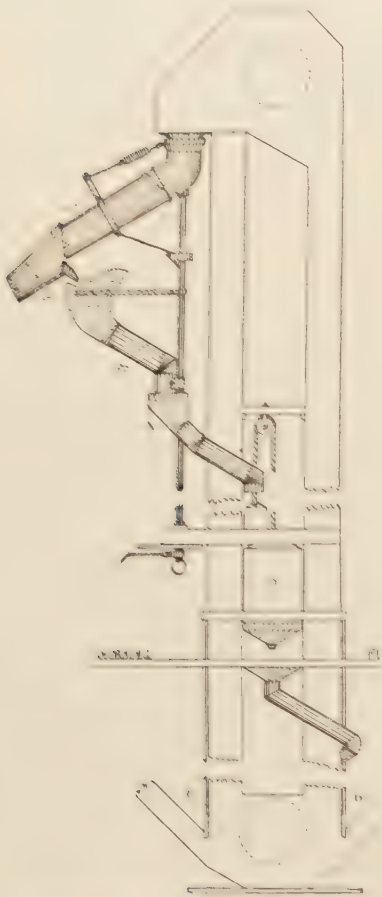
Much can be done to keep the water from coming thru by laying porous material next to the concrete and by placing blind stone drains or tile lines leading to weep holes at frequent intervals. Applications of a waterproofing coating to a concrete surface adds to the cost and in many cases an equal degree of imperviousness could be secured at less expense by paying more attention to the quality of the concrete.

SAMUEL PLANT of St. Louis was installed as pres. of the Millers National Federation at its annual meeting held in Chicago at the La Salle Hotel, April 14, 1916. Election of the new board of directors resulted as follows: E. M. Kelly, Nashville, Tenn., and A. L. Goetzmann, La Crosse, Wis., as the two vice-presidents. A. P. Husband was re-elected as secretary, P. H. Litchfield, treasurer, F. H. Price, export agent, and Reed & Rogers, official counsel.



### Automatic Non-Mixing Distributor.

Thos. C. Lorenzen, manager of the People's Grain, Coal & Live Stock Co., at Upland, Neb., who invented a valuable improvement in grain distributors for elevators, has been encouraged to manufacture and sell his device.



Automatic Non-Mixing Distributor.

As shown in the engraving the device consists of a distributing spout, reversible, to wear on two sides. A bonnet spout, 2, leads to each bin. A return spout, 3, is fastened on the turn-pipe and turns in the same manner as the distributor. A stationary receiver, 4, receives the grain from return spout. A shut-off box, 5, hangs between the elevator legs and is so placed so that any additional weight will bring it down, and is attached to cross-pieces to two shut-off gates in the boot. Shut-off gates, 6, shut out all grain from the boot when the shut-off box is down.

When filling a bin the bonnet spout will carry the grain from the distributor as long as there is any room for the grain in the bin, but when the grain backs up above the distributor into the bonnet spout it cannot pass into the distributor, but falls into the open space below. The reason it does not do this when the bin is full is that the grain has sufficient momentum to carry it over the gap.

The return spout is always set on the same side as the distributor it catches the overflowing grain and directs it into the stationary receiver thru which it finds its way into the shut-off box, as the weight of this is increased it goes down and by means of the cross-pieces, gate-

stems, and gates shuts out all grain from the boot no matter what dump, sink, or bin it is taken from.

This distributor is non-mixing, as it cannot be "shifted" until the distributing spout is first pulled down and connected with the return spout when this is done the distributor may be turned to any bin desired while the grain is being elevated and not mix a single kernel as all the grain delivered finds its way back into the leg again. To empty Shut-off Box pull small slide in bottom.

Any reader of the Journal who may contemplate installing this device will be given additional information on application to Mr. Lorenzen.

### Prefers Steel to Wood.

BY A. C. RYNDERS.

We prefer a steel house over the wood because on a 10,000 bu. elevator the steel elevator shows a profit of \$87.50 per year over and above the wood house. We have been over our figures very carefully, figuring 8% interest on the investment in each house; figuring full insurance on either house; figuring grain insurance at one-half the capacity of the house the year around, or full capacity for six months; figuring ordinary depreciation.

This house would have the identical equipment with same number of bins in either material. Outside of this a steel house is not a harbor for rats or vermin of any kind. It is lightning-proof, fire-proof and the additions and changes can be made as easily, or more easily, than in a wood house. The bins can be either lowered or heightened, a false bottom can be put in at any 2 foot bin, making a double bin out of a single bin. Additional storage that conforms exactly to the original house can be furnished at any time. With our new method of construction on the steel house, we are able to put in a great many small bins, which is a valuable feature in a country elevator.

And, above all other items, whether insurance is carried or not on either house, it is a self-evident fact that the steel house will keep a man in business, when a fire in a wood house would put a man completely out of the game for months. While he can carry insurance on his building, still the insurance does not help him to recover the business lost during the rebuilding of his wooden elevator.

### Low-Cost Reliable Power for Elevators.

In the oil engine manufactured by Fairbanks, Morse & Co., and known as their type "Z," elevator owners now have available a source of power with the great advantage of low cost, and yet not sacrificing the necessary reliability or the ability to start at short notice.

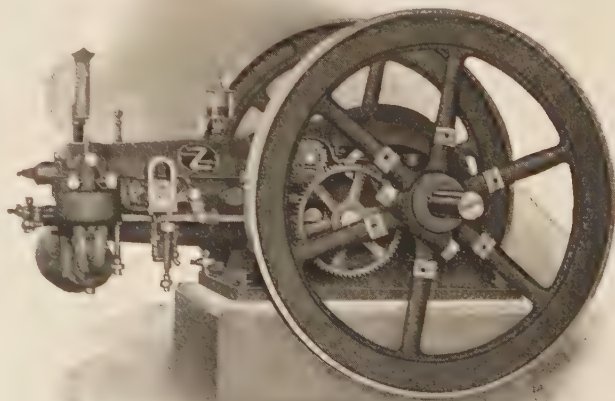
The extreme economy of this engine is due to the fact that it operates perfectly on kerosene. While it is not generally so considered it is a fact that kerosene is a better fuel than gasoline; that is, it has more heat units per gallon than the more expensive, more dangerous liquid. Heretofore the problem has been to utilize this heat value, but every difficulty has been overcome in the "Z" engine.

The type "Z" is built in several sizes, to meet the requirements of grain elevators, and has numerous features that especially fit it for this class of service. Of prime importance is the quick start feature; this does away with any possibility of wagons waiting to be unloaded. A half pint of gasoline is enough to start on and warm the cylinder up to the required degree. Then the cheaper kerosene can be turned on to do the work. The starting is accomplished without the use of batteries, as the spark is produced by a magneto of the oscillating type. This produces the hot spark required, no matter how slowly the engine may be turned over.

The throttling governor, with which the type "Z" is equipped, gives the perfectly steady speed required where flour milling attachments are to be operated in addition to the elevator machinery. Where changes of speed are necessary, they may be easily made while the engine is running.

From a standpoint of safety this engine leaves nothing to be desired. The kerosene required may be stored in an underground tank, located at any convenient distance. Excess of kerosene is carried back to this tank through an overflow pipe connected with the fuel chamber.

A MEETING of the farmers of the Inland Empire was held in Spokane May 6, having been called by the agricultural committee of the Spokane Chamber of Commerce to discuss the advisability of handling wheat and other grain in bulk, since the price of sacks has been raised to such an exorbitant figure.



10 H. P. Oil Engine with Built-in Magneto.



## The Fuel Question.

BY O. G. DEANE

Because of the largely increased exports and consequent high price of gasoline, the fuel oil engine bids fair to come into its own even more rapidly than it was thought possible a few years ago under normal conditions.

With the rising price of gasoline the other refined products, naphtha, distillate, kerosene, etc., have had their proportionate increases. The situation has become so acute that Governmental investigations have been and are being made to endeavor to check further rises and secure reduction. A report of Secretary of Interior Lane's on Feb. 3 concluded by recommending that users of internal combustion engines, select engines which would employ the cheaper grades of oils instead of gasoline. In such a recommendation it should be noted that the acme of economy can be obtained only by using the very cheapest oil—no half-way about it. This would be either an oil for which there was no great demand or one produced in such quantity and at such cost as to make it compared to other fuels in cents value per gallon, of minor worth.

This is the exact situation with the fuel oil market. The word "fuel oil" technically is the residue remaining after the lighter products, gasoline, benzine, naphtha, kerosene, etc., have been distilled off. The main objective is gasoline. So long as it is in demand, the other by-products accumulate. There has been for years a ready and vigorous demand for the entire group of by-products, excepting the final group, the residuum or fuel oil, or petroleum tailings.

Produced in larger proportions than the refined products, this has been a drag on the market comparatively speaking. Moreover, about one-fourth of the oil produced west of the Mississippi will not yield an average of 3% gasoline, resulting in but a small share of kerosene, distillate, etc., being produced therefrom and a large percentage remaining to store and handle as fuel oil.

Fuel oil of this class or the residuum of all eastern oil has had only one principal use in the past several years, and that has been firing under boilers and in furnaces and this using about half the supply, it is easily seen that it has been and must yet be sold in competition with solid fuels, coal and wood used for the same purposes. That is, \$3 worth of oil under boiler or in furnace must be more profitable for the purchaser to use than \$3 worth of coal or wood, consequently, with this feature basing its market price at the proportionate output being so large, fuel oil is bound to be the cheapest of any liquid fuel. Were it not so, the market would be stagnant, and all storage facilities congested, and to store such quantities would cost as much probably as the refineries themselves. In preference to this a profit would be shown in giving away or burning the accumulation.

So, with that fact in mind, consider that a boiler requires from 6 to 7 times the amount of oil that an efficient oil burning engine of same horsepower output capacity would require. Is this not significant then that an oil engine is the ultimate, as well as the immediate solution of the fuel question. You say, "yes, of course, if the oil engine can do the same work that the steam engine does with the same reliability and dependability." That is exactly the case. A successful design is even more dependable than

a boiler equipment and gives equal or better speed regulation and governing qualities under all varying load conditions.

As for the comparative economy, note that with the Muncie Oil Engine, one single gallon of the cheapest fuel oil or crude oil will produce power equal to

10 to 11 horsepower for one hour,  
7 to 8 kilowatts for one hour,  
152 cu. ft. of natural gas in gas engine,  
1.45 gallons of gasoline used in gasoline engine,  
864 cu. ft. natural gas fired in boiler,  
108 lbs. soft coal fired in boiler.  
65 pounds (9 to 10 gallon) oil fired in boiler,  
270 lbs. dry wood fired in boiler,  
22 lbs. hard coal used in producer gas plant.

Those who have not seen or heard owners say will wonder what oil engines are doing in flour mills, feed mills, and grist mills, and elevators, so will say they are doing anything that we can expect of our time honored friends, the steam engine, the electric motor, or water wheel.

## Improved Builders' Level.

Contractors and builders find a reliable level and transit one of the most useful parts of their equipment, especially one designed for their use, such as that shown in the engraving.

The level can be converted into a transit in 10 seconds' time, and when set as a transit it appears as in the engraving. The drop center construction of the cross bar with standards cast in one solid piece obviates the necessity of attaching and detaching the standards each time it is desired to use the instrument as a transit.

The standards are so constructed as to not interfere in the least when the instrument is used as an ordinary level. The standards, which are cast solid on the cross-bar, are constructed of a steel-like bronze and are ground true, requiring no further adjustments. But last and not least the standards are permanently fixed on the bar ready for use any time, and not either in the instrument case, in the office, or misplaced somewhere so the busy contractor cannot lay his hands on it when he wants to use it.

A descriptive catalog will be sent on request by the David White Co., manufacturers.



Builders Level and Transit.

## "Hoosier" Elevator Men Make Extra Money on Wheat

Here's how C. H. Johnson and his two sons, Walter H. and Guy R., turn wheat into extra money in connection with their elevator. Some 12 years ago the father, in order to help his fellow farmers and to make a little profit for himself, built a grain elevator on a N. Y. Central siding about 4 miles west of LaPorte, Ind. Although the elevator business was a success from the start they had heard that they could put in a "Midget" Marvel self contained roller mill and not only turn their wheat into greater profit, but be



of added benefit to their community. They put in a "Midget" and now write as follows:

"Midget Marvel doing finest kind of work and the quality of flour, both Spring and Winter wheat, is superior to any other made in this part of the country. Looks now that the only trouble we are going to have is taking care of the trade with our capacity."

If you are a grain man or an elevator man or just seeking an investment in a clean, substantial, honorable, permanent paying business, it is worth your while to write at once for the "Story of a Wonderful Flour Mill," prices, and full particulars regarding the sure money-making possibilities of the "Midget" Marvel mill for you.

**Anglo-American Mill Co., Inc.**

435-445 Trust Building

Owensboro

Kentucky



## Supreme Court Decisions

**Transfer of Property by B/L.**—A B/L, when properly indorsed, is symbolic of the property, and by transfer passes title to the holder; therefore a bank which received a B/L as collateral security for a loan made acquired title to the property which was superior to the rights of attaching creditors of the consignee.—*Exchange Nat. Bank v. McCaffrey*. Supreme Court of Iowa. 157 N. W. 209.

**Damage in Transit.**—Damage to a carload of cotton seed delivered at a way station in a heated and rotten condition may be determined by expert inspection and appraisal, after notice to the railroad company. Where a railroad company has been condemned to make good the damage to a carload of seed, the plaintiff cannot also recover the freight charges paid, or any proportion of the same.—*Planters' Cotton Oil Co. v. T. & P. Ry Co.* Supreme Court of Louisiana. 71 South. 366.

**Carrier Liable to Lawful Holder of B/L.**—The Carmack Amendment Act (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]), providing that any common carrier receiving property for transportation from a point in one state to a point in another shall be liable to the "lawful holder" of the B/L authorizes a recovery by the person beneficially interested in the shipment, though he may not be in possession of the B/L.—*Norfolk S. Ry. Co. v. Norfolk Truckers Exch.* Supreme Court of Appeals of Virginia. 88 S. E. 318.

**Fraudulent Representations by Consignee.**—A consignee is none the less guilty of the offense of fraudulently obtaining interstate transportation at less than the established rates, contrary to the prohibition of the act of February 4, 1887 (24 Stat. at L. 379, chap. 104), § 10, as amended by the act of June 18, 1910 (36 Stat. at L. 549, chap. 309, Comp. Stat. 1913, § 8574), where he falsely and fraudulently understates the weight of the shipment, with the effect of influencing the adjustment of the freight because the transportation had been completed and the shipment delivered to him before the fraudulent representations were made.—*U. S. v. Union Mfg. Co.* Supreme Court of the United States. 36 Sup. Ct. Rep. 420.

**Oral Contract Invalid.**—A contract to purchase a carload of oats at the price of \$802.50, to be delivered in the future, is within the statute of frauds (St. 1908, c. 237, § 4). Where there was no actual receipt of such oats by the buyer, the mere setting apart of the carload by the seller for the buyer without more after a rescission of the contract by the buyer was not an acceptance by the buyer, taking the transaction out of the statute of frauds, under the provision thereof of section 4, cl. 1, where the buyer accepts and actually receives part of the goods, or clause 3, where the buyer expresses by words or conduct his assent to become owner of the specific goods.—*Peck v. Abbott & Fernald Co.* Supreme Judicial Court of Massachusetts. 111 N. E. 890.

**Settlement with Grower for Corn.**—Where plaintiff who bought corn from a farmer disposed of part of it to defendants, the fact that defendants had a contract with the same farmer for the delivery of the same corn does not excuse them from paying plaintiff the purchase money; defendants not having paid the farmer. Where plaintiff purchased corn from a farmer and, his elevator being filled, made arrangements with defendants that they should take the corn and pay the price agreed, which was the market price, the contract, being express, cannot be modified by a custom among grain dealers in that locality that in such transaction they should settle with the producer direct, this being particularly true where defendants

did not pay the farmer.—*McDowell v. Bowles, Billings & Kessler Grain Co.* Supreme Court of Iowa. 157 N. W. 173.

**Evidence of Quality of Hops.**—In a seller's action to recover the difference between the contract price and the market price of hops, which the buyer refused to accept on the ground, among others, that the samples furnished by the seller were not cleanly picked, witnesses testified that the samples did not exhibit the quality of hops contracted for, because they contained stems and leaves and were not cleanly picked. It was conceded that the hops tendered were picked by a picking machine. The buyer offered to prove that leaves and stems were being put in the hops by instructions of the seller; that the witnesses saw the hops being baled, and saw the leaves and stems being put into the drier. Held, that this evidence was admissible, as it tended to show that the hops were not of choice quality, and, conceding that the testimony should have been limited to the quality of the hops contained in the samples tendered, the rejected testimony had a direct tendency to corroborate the witnesses, who testified that the samples contained stems and leaves and were not cleanly picked.—*Pabst Brewing Co. v. E. Clemens Horst Co.* U. S. Circuit Court of Appeals. 229 Fed. 913.

**Time to Unload Vessel.**—Defendant ship, laden with grain for discharge at a railroad elevator on the St. Clair river near complainant's property, made fast to complainant's wharf on December 3d, but her master, being notified to cast off, made fast at a point higher up stream, and lay to some distance from, but abreast of, complainant's wharf, where she remained until January 9th, when she moved up to the elevator to discharge her cargo. Defendant vessel was one of eleven, all under contract to transport grain to such elevator, and while lying opposite complainant's wharf, was awaiting her turn to unload. Held, that defendant vessel's employment as a carrier did not cease while she was so lying to, waiting her turn to unload, and that therefore complainant's proceeding was one to enforce a lien against a vessel engaged in maritime service of which the admiralty courts of the United States had exclusive jurisdiction. That defendant vessel so lay to for 37 days awaiting her turn to unload, she being one of eleven carriers engaged in transporting grain to such elevator, such length of time was not unreasonable under the rule that the liability of carriers as such terminates with the service of transportation after a reasonable time and opportunity for the consignee to accept and remove the goods.—*Henry McMoran v. Steamer Millinoket.* Supreme Court of Michigan. 157 N. W. 420.

A NEW SPECIES of corn has been discovered in China by a Presbyterian missionary, says Dr. Coulter of the Chicago University, which absolutely defies the sun and can not suffer from drought. He predicted that the discovery will revolutionize the crop situation in this country and will double the yearly yield.

## Books Received

**ECONOMICS OF RETAILING** is the title of a volume by Paul H. Nystrom, Ph. D., Associate Professor of Economics, University of Minnesota, which thoroughly covers the many phases of the retail business as it is found both in city and country, and points out the broad lines along which retailing progress is being made. The book offers many suggestions along new and practical lines of that regarding the subject of retail distribution. It is adaptable alike as a textbook on the subject and an instructive help to the man in business. Published by the Ronald Press Co., 20 Vesey St., New York. Cloth, 400 pages; price, \$2.

## The Emerson Wheat Tester

Wild oats, dirt and other dockage contained in samples of wheat cause the elevator man without means of determining the proper discount no end of worry. When he underestimates the dockage he loses money, and if he overestimates he is liable to lose a patron, or at least the farmer becomes disgruntled. The dealers who prefer to purchase wheat on a business basis have in recent years installed wheat testers, eliminating all guess work when buying or shipping to market.

The oats from wheat tester for elevators is reported by users to give a perfectly divided sample. It is so constructed that it delivers wheat perfectly cleaned into one box, wild oats or large,



foul kernels into another, while the small grain and dirt enters a third compartment. The sample of wheat offered by the farmer is thus divided into three parts, each of which is easily and conveniently weighed or measured to determine the correct discount.

W. H. Emerson, inventor of the machine, spent 40 years in an effort to discover a perfect means of separating oats from wheat, and tried thousands of ideas. All machines working on the perforation principle were finally discarded as impractical, and the inventor looked for a solution in the fact that oats are longer than wheat kernels. After two years of work along this line Mr. Emerson discovered that a double angle construction, or riddle, would give perfect separation, and it was but a short time later that the finished machine was patented. More than 1,500 elevators in the wild oats sections have installed the machines, and in some plants as many as 75 are in constant use during the shipping season. The state and federal governments are also advocating the greater use of the machine.

The riddle, as shown in the accompanying illustration, is so constructed that a kernel of oats can not pass thru because it is too long, while the short, plump wheat rolls into and thru the long, narrow spaces without hindrance. Passing thru the riddle it drops upon a 10x10 mesh screen immediately underneath, where the small, foul seeds and dirt are eliminated. The machine is manufactured and distributed by W. H. Emerson & Sons.



## Patents Granted

**1,181,121.** Grain Conditioner and Drier. (See cut.) William W. Duncan, Toronto, Ont. A series of tubes thru which the grain is allowed to pass are externally heated. Inside these grain tubes are smaller ventilating tubes, which have openings for the escape of moisture, and are provided at the top with a conical hood covering, allowing air to escape, but no grain to drop in them.

**1,181,189.** Automatic Weighing Scale. (See cut.) Henry W. Welsh, Sherbrooke, Quebec, Can. An admission gate is automatically opened and closed by a mechanism, part of which is a stop which can be set at predetermined positions to arrest the closing of the gate, forming a dribble opening, varying in area respectively in proportion to the relative weights of the different grains passing thru the opening.

**1,181,850.** Grain Car Door. (See cut.) Benjamin L. Cornelius, Hutchinson, Kan. The base rail on the bottom section of a sectional door, adapted to work in a door frame with a sill chamber and slot and a vertical slot, has a downwardly opening groove which operates in combination with a shaft revolvably mounted in the sill and adapted for longitudinal movement therein, thus effecting a sliding motion of the door back and forth.

**1,181,434.** Apparatus for Heating and Tempering Grain. (See cut.) Clarence W. Carter, Minneapolis, Minn. A frame having vertical end walls has a battery of radiating pipes supported between them, which are held in proper relative position by a number of independent plates, one of which serves as a baffle for the incoming

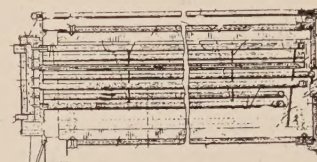
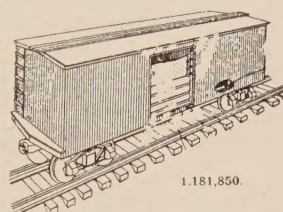
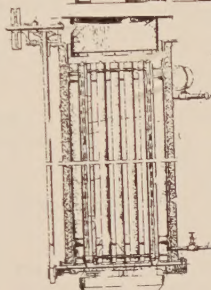
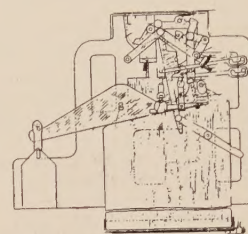
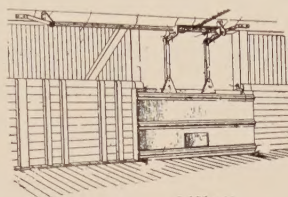
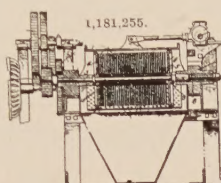
grain, which repeatedly drops down on the top of the battery of pipes and flows thru and around the pipes for treatment.

**1,181,255.** Alfalfa Mill. (See cut.) Edward F. Rose, Fort Collins, Colo. A reducing device consisting of a rotary gang of cutting devices is adapted next to a table over which is a hopper into which the alfalfa hay is placed. As it falls on the table a pusher plate pushes the hay over the table into contact with the cutting devices. On the rear side of the gang of cutting devices is a perforated shell, thru which the reduced material escapes.

**1,181,021.** Grain Door. (See cut.) Roy C. Leitch, Jetmore, Kans. A U-shaped carrier is mounted for rocking and sliding movements on a track disposed over the doorway on the side of a car. The parallel end members of the carrier have aligned transverse slots in which door hangers attached to the grain door below are mov-

able by means of rollers associated with the upper ends of the hangers which run in the slots of the carrier. A lever connected with the carrier is provided for operating the device.

I PERSONALLY do not believe that a change of any moment will be made into bulk handling of grain in California. Such change can only come from an economic demand and this demand has not hitherto been sufficiently strong to induce any change in methods. The principal grain crop in California is barley. The brewers are constantly demanding grain of a single crop in preference to grain from mixed crops. By the elevator system it would be practically impossible to store each crop separate.—T. C. Friedlander, sec'y Grain Trade Ass'n.



The time to install a

# HESS GRAIN DRIER

is NOW.

The rush season, with us, will soon be on, and the necessary addition of new men to our working force makes delays and errors inevitable, in spite of our best efforts.

Work to be done early is handled deliberately, with our regular force of drier experts having long experience in building HESS DRIERS, and the very best of efficiency is secured.

Prices are at the lowest just now. With the cost of steel and all other materials constantly advancing, and with supplies difficult to obtain, a higher scale of prices must be fixed, sooner or later.

DO YOUR SHOPPING EARLY!! Let us know your wants and plan your drying equipment, before you need it to use.

## HESS WARMING & VENTILATING CO.

907 Tacoma Bldg.,

CHICAGO



## The New Fire Insurance Rate Schedule.

[By Geo. E. Traut, Illinois Inspector Grain Dealers Fire Ins. Co.]

It would appear that the most logical arrangement to hopper elevator head would be to hopper it to the down leg. With the strut board under the head pulley slanting to the up leg the grain encounters opposition from the moment it gets out because the loaded belt has weight enough to cause it to hug the back of the leg. In newer elevators this is somewhat changed. The ascending belt is going in an opposite direction to that sought by the grain. With the strut board slanting to the back leg grain encounters less opposition and more assistance in its downward course. The grain in either case must of necessity fall in behind the belt—between the belt and the back of the leg. The belt going down has more play due to the fact that the buckets have discharged their loads and are dead heading back to the boot.

I doubt the insurance companies believe the arrangement of the strut board to be of such vital importance to either the fire hazard or the mechanical operation as the discussion in the Journal would seem to indicate. If the head were properly built the grain would get out regardless of which way the strut board slants.

In my opinion the proper construction of the hood and the head pulley covering is the thing that needs to be discussed. Every elevator builder has his own ideas about the construction of the head or hood. Whether a standard construction could be adopted is problematical.

If the head pulley is so placed as to extend over the leg a full inch or two this will permit space enough between the belt and back of leg for any grain spilled to get off the slanting strut board. The strut board should be smooth (it would be better if lined with smooth tin) and have a steep pitch. It should always clear the pulley at least four inches. This will eliminate the chance of cobs and shucks being held back by the pulley. It also eliminates the apparent hazard of the upper part of the elevator head settling, thus causing the pulley to rub on the strut board causing friction.

Some elevator owners have torn the strut board completely out. I would not advise doing this because it tends to litter up the cupola floor. Cupolas usually have enough dirt without opening this dust vent.

It would be a good plan to have the strut board so built as to make it possible to slip it out, or open downward on hinges. This would facilitate examining the condition of the head pulley to see whether it is rubbing the sides of the hood and to permit the elevator man to know that the head is kept clean. The hood should be built large enough to permit at least two or three inches clearance between the pulley and the sides of the hood. Pulleys should always be keyed and set screwed to the head shaft.

Elevator builders usually allow about  $\frac{1}{2}$  inch clearance between the head shaft and the sides of the hood. There is no logical reason why they should not allow at least two inches or more. After a new elevator has been in operation a short time there is more or less settling. Then the hood presses against the shaft. The builder will contend that the shaft revolves so slowly that there is no possible fire danger from friction. It might not cause a fire but what is the argu-

ment in favor of friction any place about an elevator. It must be conceded that friction even at the head shaft cannot but act as a brake on the power.

Elevator hoods should be built in two parts, especially when the head pulley is near the cupola roof, to facilitate removing them should occasion require. They should have an opening on the top or on the slanting part of the side where the buckets discharge into the throat, in order to enable the elevator man to see inside. Where the head is built twelve or fourteen feet above the cupola floor the builder should arrange to have a substantial platform built around it to facilitate oiling and inspecting the machinery.

The insurance companies are not so much interested in the direction that the strut boards slant as they are in the correct building of the hood. A standard hood such as above described would meet the approval of the elevator owner, even the most critical inspector, and could be built as easily and as economically as the tight fitting hood found in many elevators.

### THE NEXT REQUIREMENT of the schedule is

All elevators, buildings and premises must be clean and orderly. No accumulation of cobs allowed on the premises except in cob house. Where cleaning and shelling is done, a dust house and a cob house should be built.

Recently an inspector went to a small town to inspect an elevator. He stepped into the elevator office—a little 12x14 building, and found everything topsy turvey. Broken chairs wired together, stovepipe badly rusted and about ready to fall. Stove not blackened for six months. Floor caked with mud. Owner's desk littered with papers. An armful of trade journals in their original mailing wrappers piled on high. Putting on his overhauls he walked to the power house, well knowing that, "as is the office so is the elevator." On the way he noticed the ground littered with odds and ends of lumber from broken car doors, scraps of paper and some loose straw was strewn about, and the weeds were about ready to take the place.

The engine in the attached power house was covered with grease, oil and dust. The gasoline pipes had been leaking so they had been given a coating of soap and covered with rags. Going into the driveway he saw the floor covered with a rich mixture of manure and mud which was of several weeks' standing. The work floor was littered with a mixture of corn, oats and wheat. In a corner was a large pile of paper used for lining cars. It had just been poked back out of the way. In another corner stood a barrel—evidently intended for use in case of fire. The top was covered with an assortment of trash. The hoops had rusted in two and the wet floor told the tale.

In the cupola stood the remains of machinery which had served its time—part of a cleaner, here, an old broken pulley over there, some buckets and spouting piled in a corner, and dirt everywhere.

While the conditions in this house were pretty bad, yet there are hundreds of such risks in this country. It must all be charged up to gross carelessness. The owner of this plant did his elevator work. He had the brand showing all over his place. It is carelessness causes a large percentage of elevator fires. The insurance companies know this and are constantly striving to have the elevator man become more careful. No mutual insurance company wants to assume the risk of insuring an elevator operated by such

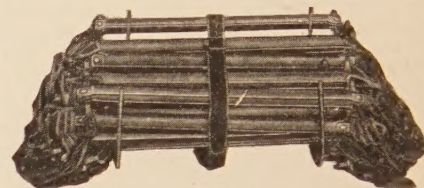
a careless man. No premium would be commensurate with the increased liability assumed.

[To be continued.]

## Steel Ladder for Elevator Men.

A ladder that can be rolled up and carried along has so many obvious advantages that the Shinn All Purpose Steel Ladder is its own recommendation for those who do high climbing around the grain elevator cupola, as well as for painters and carpenters doing outside work.

A 30-foot ladder makes a package 12 ins. long and 6 ins. in diameter, as shown in the engraving. Unrolled, the rungs



Portable Steel Ladder.

are evenly spaced, with two stout hooks at top. It weighs 18 lbs. and will hold 1600 lbs. A heavy coat of galvanizing prevents rust.

It is not necessary to climb thru a scuttle hole in the roof to hang the ladder. The quick and easy method is to throw a clothesline over the roof and standing on the other side of the building pull the ladder up and when the ladder reaches the ridge roll the hooks will drop into place. When ready to take down ladder a quick pull of the rope automatically trips the hooks back, allowing the ladder to slip down the roof. Additional information will be given Journal readers by the W. C. Shinn Co., manufacturers, on application.

## Program Managers Fifth Annual Convention.

The following program will be carried out at the fifth annual convention of the Ass'n of Managers of Farmers Elevator Companies to be held in Kansas City, Mo., May 25-26-27. Coates House will be hotel headquarters.

### THURSDAY FORENOON—10:30.

Appointment of Com'ites—Credential, Resolution and New Membership.

### THURSDAY AFTERNOON—2:30.

"Government Grades for Grain and Federal Supervision," by Dr. J. W. T. Duvel, Crop Technologist in Charge, Department of Agriculture, Washington, D. C.

"Weights at Terminal Markets," by J. G. Goodwin, Chief of Supervising Weight Department, Kansas City, Mo.

"Hedging and Speculation," by D. F. Plazek, Kansas City, Mo.

"Handling Car-Lot Commodities Scientifically," by J. W. Aspenwald, Chicago, Ill.

### FRIDAY MORNING.

At 9:30 delegates will meet upon the trading floor of the Kansas City Grain Exchange and witness the sale of grain and futures.

At 11:00 leave, in a body, for the Stock Yards, where conveyances will be in waiting. Mount saddle horses and inspect yards in a body.

### FRIDAY AFTERNOON.

At 1:30.—Visit one of Kansas City's largest terminal elevators.

At 2:30.—Leave terminal elevator, in body for ball park.

At 3:45.—Ball game called.

### FRIDAY EVENING.

At 6:15.—Go in body to municipal wharf, foot of Main street, where the Kansas City River Navigation Co. will have a large passenger boat waiting to give the delegation a ride down the Missouri river. There will be music, dancing and refreshments of a high order.

### SATURDAY FORENOON—9:30.

Address—Subject: "Ko-Operashun," by Knute Knutesen.

Address—Subject: "How Grain is Marketed at the Terminals," by C. W. Lonsdale, Kansas City, Mo.



## Insurance Notes.

AUTOMOBILE insurance has been taken up by the Grain Dealers Fire Ins. Co., and after a month of preliminary work a gratifying volume of business had responded by May 1.

A CONFERENCE on the terms and application of the new Kentucky compensation law, which becomes effective Aug. 1 was recently held at the Seelbach Hotel in Louisville between employers and members of the Workmen's Compensation Board, which was well attended by grain dealers, millers and others. The law does not attempt to establish a state fund, but provides rates of compensation, which will prevail, and the insurance will be carried by commercial or mutual companies.

PERCY B. SULLIVAN, who for seven years has been having insurance troubles in Illinois, was recently granted a 90-day respite of his sentence to the penitentiary which he was to have commenced to serve on Apr. 16, 1916. It is understood that the intervention of the authorities at Washington was procured thru the good offices of Congressman Wm. B. McKinley of Champaign. Two years ago, after an investigation of the affairs of the Assured's National Mutual Fire Ins. Co., started at Decatur by Mr. Sullivan, when a former insurance concern started by him at Springfield went into receivers' hands, prosecution of Mr. Sullivan was begun by the Post Office Department for devising a scheme to use the mails to defraud. He was convicted and sentenced to serve two years in the Federal Penitentiary at Leavenworth. He has appealed twice to higher courts, but in both cases his sentence was sustained, and now thru the U. S. Attorney General's department at Washington has represented to President Wilson that he was being railroaded to the penitentiary. When a receiver was appointed for the Assured's National Mutual Fire Ins. Co. there was about \$40,000 in losses, and not one penny has been turned over to the receiver, in spite of the fact that a special assessment had been made upon the members to repair its depleted financial condition. This is the same P. B. Sullivan who in 1900 was operating a Grain Dealers Insurance Club at Chicago.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary  
Write for Information  
Regarding Short Term Grain Insurance

## GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The  
SYKES  
Company  
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

## ARE YOU GOING TO BUILD?

We can offer you some suggestions that will reduce the insurance cost. Write us for rates on the different kinds of construction.

### Tri-State Mutual Grain Dealers Fire Insurance Company

Incorporated in  
Minnesota

LUVERNE, MINN.  
E. H. Moreland, Secretary

Licensed in  
South Dakota

## "Individual Responsibility"

Without doubt "individual responsibility" for fires is about to be recognized by all states. Already Pennsylvania, Ohio and New York City have followed the example of Germany and France and hold the individual responsible for each fire.

Mill and Elevator Owners are responding to "individual responsibility" in a creditable manner as evidenced by better reports and the reduction in losses for 1915 to date.

Through the representatives of the following companies and this department, FREE advice can be obtained regarding proper fire prevention.

Millers National Ins. Co.,  
Chicago, Ill.  
Western Millers Mutual Fire Ins. Co.,  
Kansas City, Mo.  
Ohio Millers Mutual Fire Ins. Co.,  
Canton, Ohio  
Penn. Millers Mutual Fire Ins. Co.,  
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Ins. Co.,  
Des Moines, Iowa  
Millers Mutual Fire Ins. Co.,  
Harrisburg, Pa.  
Texas Millers Mutual Fire Ins. Co.,  
Fort Worth, Texas  
Michigan Millers Mutual Fire Ins. Co.,  
Lansing, Mich.

### MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

## GOING TO BUILD?

Don't wait until your structure is completed, and then ask us to come in and make you a rate. Let us make you a rate before you begin work. Margins are small these days, and you must figure on a Cost of Operation as low as Efficiency will permit. Why not begin on your Fire Insurance? We can give you some pointers about Construction, too. Write us.

FITZGERALD &  
McCOTTER

Western Managers

Omaha, Nebraska



INDIANAPOLIS, IND.

C. A. McCOTTER

Secretary

Indianapolis, Ind.

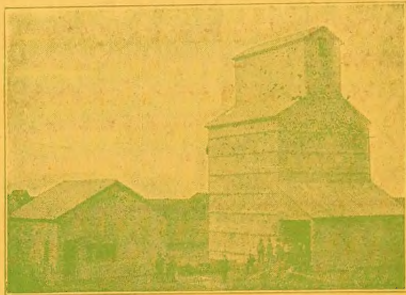
BETTER CONSTRUCTION—MORE CARE—FEWER FIRES

### Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels .....pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.



# For Sale



For particulars see the  
**"ELEVATORS FOR SALE"**  
 columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

**The cost for advertising is 20c per line**

# THE VALUE

## OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

## IF YOU ANTICIPATE

Installing a grain drier or oat purifier for the coming crops, the time to place your order is *now*. The wet harvests of last year have resulted in an unprecedented demand for driers and purifiers.

### THE ELLIS DRIER COMPANY

Grain	Postal Telegraph Bldg.	Oat
Driers	Chicago, Ill.	Purifiers

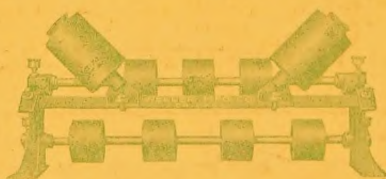
## WELLER-MADE



**Cold Rolled Screw Conveyor**  
 The best made—wears longer—easiest repaired.



**Bucket Elevators**  
 For the smallest country elevator or for largest terminal houses.



**Belt Conveyor Equipment**  
 Everything for belts from 10 to 60 inches wide.

Everything  
 for the  
 Elevator  
 from  
 Pit to  
 Cupola



**Friction Clutch Pulleys**  
 We make more kinds and styles of Friction Clutches than any other concern.

General Catalog G-20

**Weller Mfg. Co., Chicago**



The Washburn-Crosby Company of Minneapolis has had installed in its elevator

The  
**DAY**  
 Dust Collecting  
 System

When considering dust collectors or dust collecting systems, no matter how small or large, or how many or how few, write

**THE DAY COMPANY**

Minneapolis, Minn.